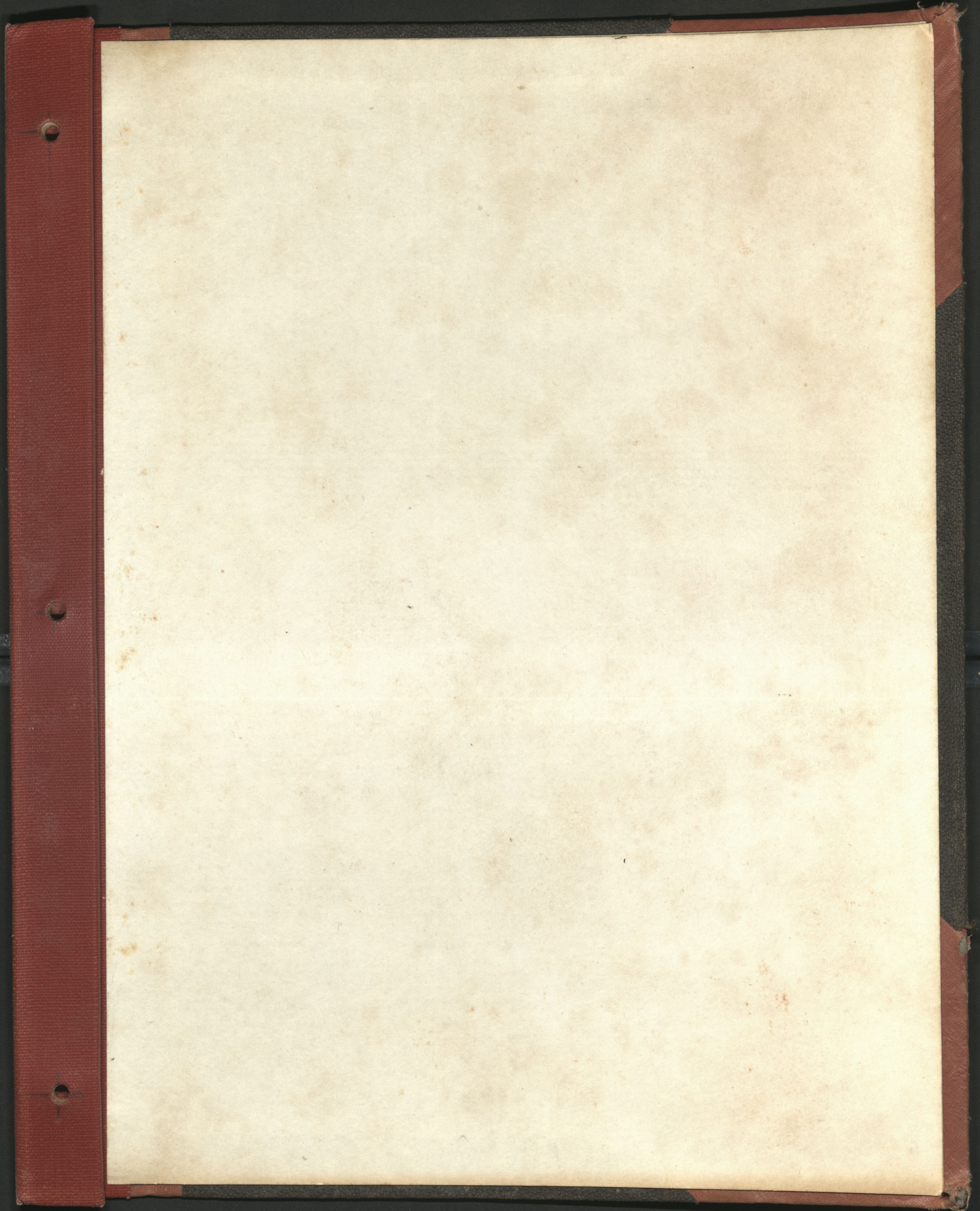


SB33

N. R. R.



1879 - 1918

SEP 17 1879

For the Inquirer and Mirror.
That Railroad.

MESSENGERS. EDITORS:—Is there no way in which Nantucket can be summarily delivered from the threatened calamity—a railroad?

I am only a "summer visitor," and therefore may not be entitled to speak at the town-meeting; but I see nothing but disaster to the island in the railroad project. It is clear enough to my mind that the enterprise can never pay. But people may be so far imposed upon as to be induced to put their money into it nevertheless. And thus mere jobbers may succeed in getting the means of inflicting an irreparable injury upon Nantucket.

How can a railroad benefit this island? Little or nothing used in constructing or operating a railroad will be bought here. So that the money spent in the construction of the road, will go to parties who do not live in Nantucket. The people of Nantucket will not ride in the cars, and they have no merchandise to transport by rail.

If it is a convenience to any one, it will be only to the excursionist who comes here for a day or two, and will be glad to be able to run out to Sconset and elsewhere at the cost of a few cents. But on the other hand, it will break up the business of the livery stables, and of all who seek to employ their horses and carriages profitably during the summer months. But this is not the worst. The sparks from the locomotives will be a constant threat of conflagration. How many farms and forests have been desolated by fires caused by railroad engines. Again, the charm of Nantucket to me, and to all who come to sojourn on the island, is its quiet and simplicity. This charm will be destroyed by a railroad. If the road be constructed, it may, at first, bring a few more "excursionists," who, staying a day or two, may each leave three or four dollars on the island; but it will drive me away, and with me many others, who now take up their abode here for the entire season, in order that they may enjoy quiet with the sweet climate with which the island is blessed. I trust therefore, that at the coming "town-meeting," the people will "sit down" on the project with such unanimity and emphasis that we may never hear of it again.

SHERBURNE.

Nantucket, Sept. 17, 1879.

A NARROW GAUGE RAILROAD.—A project of this kind has several times agitated the public mind here, and now there is another. Like those which have preceded it the plan is simply in an embryo state; but such rumors are afloat as we present to our readers, keeping the names of those who are making the effort from the public till matters have more fully matured.

As now contemplated, the road is to run from Steamboat wharf, westward to Madaket, thence across to the southern shore of the island, which it will follow along to Siasconset; thence by Sankoty and Quidnet to the Haulover, returning to the starting point along the southern shore of the harbor. It is said that if \$15,000 or \$20,000 can be raised among our own people, the rest of the sum required can be obtained; and if rumor is correct, the amount can be raised here.

While we should favor such a project, we shall for the present refrain from comment, preferring to await a further advance of the scheme.

MAR 29 1879

RAILROAD AGAIN.—A project is on foot by parties in New York for laying a railroad track between town and Sconset via Surf-side. Our informant states that if they are successful in raising the amount required, work will be commenced next spring. Engineers are expected here to survey the route next week.

AUG 9 1879

The Railroad Project.

The preliminary step toward a railroad between town and Siasconset has been taken this week. On Monday last Mr. Philip Folger, formerly of this town, arrived in company with a number of civil engineers, and on Tuesday active operations were commenced in surveying the route, which was staked from the Springfield House through Chester and West Centre streets, out by the head of Macy's pond thence over Trotts Hills, by Cambridge, and through Sheep Pond Valley to the shore, within a short distance of the head of Long Pond, when they turned eastward, skirting the shores by the Surf-side property to Toochka, thence across to a point near Philip's Run, and along the regular road to Siasconset. Although this is the route surveyed, the road as now contemplated will continue along from Toochka, by Tom Never's Head, the land of the Sunset Heights company into the village. It will be necessary to run the road across the Hummock pond, at a point some three hundred feet from the beach. No other obstructions appear along the route. The line as contemplated and surveyed will be laid out on one of Dr. Ewer's large maps, when it will be presented to the New York parties who are interested in the project, for their subscriptions. These parties are very sanguine of the success of the enterprise, and have in view a narrow-gauge road which can be purchased at a low figure and moved here. The estimated cost of the road, over the route surveyed, is \$40,000. Should the route lead from town directly to Surf-side, and thence to Sconset, the cost would be about \$25,000. The work which has just been completed will be gone over again this fall, when perhaps some slight changes may be made in the route, and if the stock is taken this winter, as there is every reason now to believe it will be, work on the road will commence in the spring, and the road soon after be in operation. The interested parties feel that the investment will be a paying one, and present figures which certainly give encouragement.

It is the purpose to erect a hotel or refreshment saloon at Surf-side, on the line of the road, as a way station.

AUG 16 1879

AUG 13 1879

Railroad Survey.

We were rather premature in announcing the arrival of the railroad survey last week, but can make the announcement in this issue unquestioned. On Monday night Mr. Phillip Folger, formerly of this town, arrived accompanied by four civil engineers for the purpose of surveying the route for a proposed narrow-gage railroad between town and Siasconset, taking in some of the more desirable building localities, and points of interest about the island.

Active operations were begun yesterday morning, the surveyors starting from the Springfield House, and proceeding thence, staked out a route through Chester and West Centre streets, westward, passing round the head of the ponds to Mattaket. The survey is still going on as we go to press, and will pass through the property of the Surf-Side Land Co., and Sunset Heights to Siasconset. We hear it rumored also that it is proposed to take in Poipis, and possibly Wauwinet.

No Nantucket capital will be required to push the scheme along. The work, if undertaken, will be done as a speculation by capitalists from abroad, who we understand have in view a small road which they can buy cheap and transport here entire, rails, ties, rolling stock, depots, and everything.

Whether the route now being surveyed be the accepted one or not, the consummation of a plan for connecting town with Siasconset by a steam railroad is a thing to be most devoutly desired by all having the prosperity of the island at heart.

The introduction of one industry always stimulates and necessitates the prosecution of others. Who can predict that the girding of our island with an "iron belt," will not have the effect of dotting the plains with something more substantial than the imaginary cottage cities, whose avenues and parks are so tastefully laid out—on paper.

We shall watch the development of events with interest, and endeavor to keep our readers fully posted from time to time.

THE RAILROAD.
—
Its Construction Cer-
tain and
—
Operations to be Commenced
at an Early Day.

We have the pleasure of announcing in this issue that all doubts and fears and skepticism concerning the building of a steam railroad on Nantucket are at an end, and for those who croaked when the scheme was first promulgated, there is nothing left but to watch the progress of what is now an assured enterprise.

The steamer brought to Nantucket last night Messrs. P. H. Folger, Thomas F. Wells, Joseph Veazie and Francis Amory, of Boston, and other gentlemen connected with the movement, and as their presence here indicated there was something more "in the wind," they were interviewed this morning by our reporter, who learned that they had come down here now for the purpose of completing arrangements for

BUILDING THE ROAD.

The necessary amount of stock has already been subscribed, and nothing now remains but to obtain consent of the town and individual owners to a right of way over certain roads and lands for which purpose it will be necessary to call the town together, and the work of grading will proceed at once.

It is expected that the road bed will be completed in three months and the track laid in the spring. In fact, one of the gentlemen, in the course of conversation, expressed the opinion that

WITHIN 30 DAYS

a force of men would be at work grading the road. The route as now contemplated, does not differ materially from that staked out last month. The company have abandoned the idea (if it ever entertained such) of buying and transporting hither the narrow-gauge road between Bedford and Billerica, and will purchase rails, ties, etc., as they may be needed.

Objections are urged by some against the railroad on the ground that it will seriously affect the travel by teams to Siasconset, crippling the resources of many whose principal revenue is derived from the letting of teams during the summer, while it is claimed that the receipts from the road will in no wise benefit the island but pass into the hands of speculators from abroad. Great stress is also laid upon the assertion that

strangers seek here an asylum from the inroads of modern advancement.

So far as we understand, the ultimate object of the undertaking is not so much the providing of easy and rapid transit between town and Siasconset, as opening up and developing the idle lands at Great Neck and Surf-side. Certainly by the proposed route, including stops

SEP 10 1879

strangers seek here an asylum from the inroads of modern advancement.

So far as we understand, the ultimate object of the undertaking is not so much the providing of easy and rapid transit between town and Siasconset, as opening up and developing the idle lands at Great Neck and Surf-side. Certainly by the proposed route, including stops, there will be but little saving of time over that now consumed by a good smart horse in making the trip. The charm to strangers of a ride to Siasconset will be in no wise detracted from by the fact that the village is also accessible by rail, and to those who come here wholly to enjoy a respite from modern innovations there will be nothing along the route to remind them of the advent of the iron horse, until the two roads converge in the village.

The claim however, that all the income from the road will go abroad and its introduction be of no advantage to the place is unwarranted. As no capital is required from the Nantucket people, they have nothing to lose should the undertaking prove an utter failure. While on the other hand, should the venture prove a complete success, the old maxim "nothing venture nothing gain," can by no means be made applicable to them, as it is not only possible but probable that the building of the road will be followed by the springing up of little villages along its route, particularly on the southern shore of the island, where the surf has ever had such attraction for visitors, and there is no one so unreasonable as not to admit that anything tending to build up and promote immigration to our island is of mutual and universal benefit.

Of course the parties interested in the project feel under no particular obligation to employ Nantucket labor, as they have received comparatively no support here, and must consult their own interests, and it remains to be seen, if the job is not let out on contract, whether our own people care to compete with foreign laborers. At all events we wish the enterprise success and all should be ready to offer a word of encouragement, if nothing more.

SEP 13 1879

SEP 20 1879

The Railroad Project.

The arrival of Messrs. P. H. Folger, Joseph Veazie, Thomas F. Wells, Francis Amory and others interested in the construction of the narrow-gauge railroad, on Tuesday's steamer, and the subsequent information gleaned, tends to convince us that the enterprise is now an assured fact. The parties above mentioned, having succeeded in getting the stock taken up, have appeared upon the scene of action to make the preliminary arrangements for building the road, which will be about the route previously specified in these columns. Their first action will be to obtain from the town and individuals a right of way over various lands and roads, for which purpose it will be necessary to call a special town meeting. If successful in obtaining consent, as there is little reason to doubt, work will begin immediately. The rails, ties, and other material required are to be purchased as needed, and within three months from the time operations are commenced, it is expected the road-bed will be complete. Within a month it is thought that a force of workmen will be at work on the road.

During an interview with some of the above-named gentlemen, yesterday morning, they stated that the road, instead of diverging from the shore to the Siasconset road, would be continued on by Tom Never's Head, Low Beach, and Sunset Heights, which, to our minds, is more preferable, as it will embrace one of the pleasantest spots on our shores (we refer to Tom Never's Head) in its course. The road is intended wholly for pleasure riding, although circumstances are likely to arise which will make business for it during other months than the "watering season." One suggestion is advanced, that the Revenue Department contract with the corporation for a platform car to be placed on the track, by which the crew of the life-saving station can move their boat and wrecking apparatus to any desired point along the shore in case of necessity. This, we consider, is an excellent and reasonable suggestion, and will, without doubt, meet with favor by those interested.

In connection with this matter (and all rumors may contain suggestions that can be acted upon to advantage), it is said that a prominent citizen dropped the remark that if the road was completed, he intended to run a branch from Low Beach to his farm for conveying kelp.

The projectors are now talking of carrying the line of road up North street, and by and through the Cliff and Sherburne Heights property, instead of through Chester and West Centre streets, as heretofore planned.

Conjectures as to the financial result, as well as on other matters connected with it, are of course rife, and opinions are as varied as can well be imagined; but as far as our own people are concerned there is evidently nothing for them to fear for, as the work will be carried on wholly by foreign capital, and hence they will have nothing to lose, and perhaps something to gain. We feel an interest in seeing the plan successfully carried through, and shall await its consummation with pleasure. As the work progresses we shall make it known through our columns, giving as full and complete reports as are obtainable.

THE RAILROAD.—The proceedings of the town meeting held on Saturday last, and the spirit manifested there, go to show that there is no serious or well-defined opposition to the railroad project. From the talk which had been overheard in some private gatherings, it was surmised that a strong feeling of hostility to the proposed enterprise might be developed at the meeting, but those who had prepared themselves to hear a stormy discussion were disappointed. It was well remarked that the projectors of the railroad had shown their knowledge of human nature by thus calling the citizens together at the outset to discover the drift of popular feeling. As the attendance at the meeting was large, and a full and fair opportunity was given for the statement of all objections, of which none were offered, the railroad company will probably have no difficulty in arranging their route with the town fathers, who appear to have full authority under the statute.

It is probable that all other rights of way for the road will be secured without much difficulty or delay. The proprietors of the common and undivided land will not be likely to interpose any obstacles, and Mr. Joseph Veazie, one of the projectors of the road, is himself the owner of large tracts of land along the proposed route, and in several of the outlying divisions, the value of which may perhaps be enhanced by the contemplated improvement.

THE RAILROAD.—There is nothing further to report this week relative to the proposed railway, other than that new routes have been surveyed, the most popular of which with the surveyors is one which runs along the Cliff Shore, by the bathing houses, thence across the Cliff lands, by the farm of Mr. W. H. H. Smith, and then takes a southwesterly direction over the "Narrows" of the Hummock pond, and joining the line first laid out near the farm of Mr. James Collins. The projectors of the road were expected by last night's boat, in order to be at the meeting of the town to-day, when they will be prepared to present their plans in detail, if necessary. It is to be hoped that the attendance will be large, and a free discussion of the matter had, each side presenting its strongest argument *pro* or *con*. As far as we have been able to judge from expressed opinions about us, the number in favor appears to be the larger; but what the meeting may develop remains to be seen. We desire to see the project thoroughly tried, and hence hope for a favorable decision by the meeting of to-day. Many object strongly, thinking the road is laid out to run through the public streets; but we would inform all such that no definite line has been settled upon. Should the town give them the right of way through North Beach street, and thence by the route above mentioned, it would obviate any of the dangers which present themselves in travelling the more public streets, for North Beach street is but little used compared with the others mentioned heretofore. At any rate, give the matter the full force of your eloquence to-day, whether it be for or against.

OCT 18 1879

THE RAILROAD.—Messrs. Joseph Veazie and Philip H. Folger, two gentlemen prominent in the railroad scheme, arrived here by Thursday's boat for the purpose of making further investigation of the amount of grading that will be required at the Cliff and Tom Never's Head—the two most difficult points of the route—that they may be enabled to complete maps of the route. They report everything as progressing finely, and express the opinion that within a few weeks the work of grading will be commenced. The recent rise in iron will of course increase the cost of the road, but is not of sufficient importance as to hinder the work in the least.

OCT 25 1879

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DEC 13 1879

Inquirer and Mirror.

NANTUCKET.

SATURDAY, DECEMBER 13, 1879.

THE RAILROAD.—The map of the alignment and profile of the proposed "Nantucket Railroad" has been received by the Selectmen, and is on exhibition at the office of the Town Clerk, where the public have the privilege of examining it. The route is through North and Beach streets to the Cliff, thence across the Hammock pond Narrows, westward around the Sheep pond, and skirting the entire south shore to Sconset, crossing the Reedy, Hummock and Mioxes ponds. The profile shows the limited amount of grading that will be required, the greatest work being at the Cliff and Tom Never's Head. The map is a handsome piece of work. The Selectmen will give a hearing on railroad matters on the 24th inst., as announced in our advertising columns.

NANTUCKET RAILROAD COMPANY.

Articles of Association.

1st.—The name of said corporation is to be THE NANTUCKET RAILROAD COMPANY.

2d.—The two termini of the Railroad which it is proposed to build, are to be respectively at Nantucket and Sconset on the island of Nantucket, in the Commonwealth of Massachusetts.

3d.—Said Railroad is to be about seventeen miles in length, and is to extend from said Nantucket toward Sconset, the entire route being located in the county of Nantucket in said island.

4th.—Said Railroad is to be of the gauge of three (3) feet.

5th.—The capital stock is one hundred thousand dollars (\$100,000), divided into shares of one hundred (100) dollars each.

6th.—The following nine subscribers to these articles, a majority of whom are inhabitants of this Commonwealth, are appointed to be temporary directors:

FRANCIS AMORY, Esq., of Beverly.

GEORGE GODDARD, of Boston.

JOSEPH VEAZIE, of Boston.

JONATHAN DORR, of Boston.

THOMAS F. WELLS, of Winchester.

P. H. FOLGER, of Boston.

JOHN W. CARTWRIGHT, of Everett.

JOHN H. COOMBS, of Boston.

JAMES W. CARTWRIGHT, of Boston.

A true copy—Attest,

GEORGE H. TRIPP,

d6-3t

Clerk of said Association.

MORE FUNDS.—An additional sum has been deposited in the Pacific National Bank to the credit of the Nantucket Railroad Company.

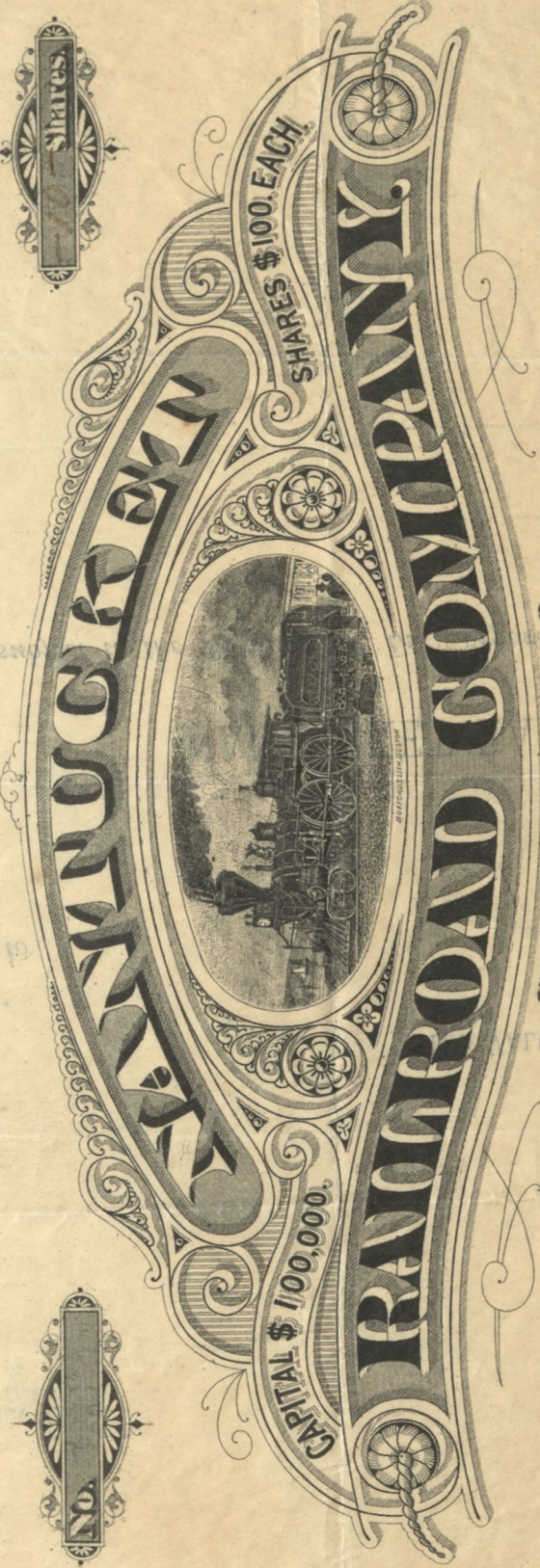
Notice.

A PUBLIC hearing will be given at the Town Hall, on Wednesday, December 24th, at one o'clock in the afternoon, to all parties interested in the location and building of the Nantucket Railroad.

d13-2t

Per order Selectmen.

100 shares



CHARTERED 1880.

Be it known that *E. W. Perry* of *Nantucket* is entitled to *1* Shares in the Capital Stock of the Nantucket Railroad Company transferable only on the books of the Company in person, by Attorney, or by assignment endorsed hereon and surrender of this Certificate.



In Witness Whereof, we have hereunto signed our names and affixed the Seal of the Company.

Boston, Mass.

Jan 23

1884

John A. Burton Treasurer
Matthew Dorr President

J. H. Bufford & Sons Boston.

APR 24 1880

The Nantucket Journal.

THURSDAY MORNING, APRIL 22, 1880.

Any subscriber failing to receive a single copy of the "Journal" will confer a favor by notifying the publisher immediately.

The JOURNAL is entered at the Nantucket Postoffice as second class mail matter.

THE RAILROAD.

A Charter Granted and Active Operations to be Commenced Shortly.

The Legislature on Monday granted a charter to the Nantucket Railroad Company, the road running from the town of Nantucket to the village of Siasconset, about nine miles, gauge of three feet and capital of \$100,000. The temporary directors are Francis Amory of Beverly, Thomas F. Wells of Winchester, George A. Goddard, Charles F. Coffin, James W. Briggs, P. H. Folger, John W. Cartwright, John H. Coombs and James W. Cartwright of Boston.

One of the Directors writes us under date of Tuesday morning that the company hope to be at work on the road by the first of May.

THE RAILROAD.—On Monday the Legislature granted a charter to the Nantucket Railroad Company to lay a narrow gauge road (three feet) from Nantucket to the village of Siasconset, a distance of about nine miles, with a capital of \$100,000. One of the temporary directors of the corporation, Mr. Charles F. Coffin, who arrived here Thursday, informs us that the first payment for stock has been made, and that the entire amount will be paid in (the funds are already) after a meeting of the stockholders at No. 7 Exchange Place, room 17, Boston, on Wednesday next, which is called for the purpose of organizing the Company under the charter, electing a board of directors, adopting a code of by-laws, etc. The company have advertised for iron, and expect to begin work very soon, with the view of completing the road by early summer. We fear the host of unbelievers are to be disappointed, and that the road is a thing of the early future. Clear the track when the bell rings!

MAY 8 1880

THE RAILROAD.—At a meeting of the stockholders of the Nantucket Railroad Company, held in Boston Wednesday evening, the following-named persons were chosen directors: John W. Cartwright, President; J. H. Norton, Treasurer; Philip H. Folger, Superintendent; James W. Cartwright, Charles F. Coffin, John H. Coombs and Thomas F. Wells. The superintendent writes us that it was voted to accept the location of the road, and proceed at once with the building.

A letter to Mr. Winchester Veazie, received Thursday, states that contractor Down, who is to build the road, will probably be here Monday with a gang of laborers and tools for commencing work immediately; also that the company have track of a lot of thirty-five pound railroad iron and two locomotives—just what is needed.

It is thought it will take forty days to complete the road.

THE RAILROAD.



As announced last week, a gang of laborers arrived Monday to "work upon the railway," and early the following morning each was armed with a shovel and barrow, and the whole force marched to the beach south of the brass foundry, where they immediately broke ground, and before night, with the assistance of a few teams, quite a piece of road bed had been completed over the marsh. Since that time the force of workmen has been increased, until about one hundred men and some forty or fifty teams are now employed in the work, which is at present confined to filling in the "Goose pond," the gang being divided on either side of the pond and working toward each other. The bed over the marsh has an elevation of about two feet, and is fifteen feet wide at the base and ten at the top. This spot is by far the most difficult piece of grading on the entire line, and when overcome, which will require several days' time, the further work will be pushed ahead rapidly. Everybody appears interested in the progress of the road, if the throng which daily hovers in the immediate vicinity is an indication, and we are sure we are ourselves, and wish it prosperity to the very terminus. Mr. Winchester Veazie, engineer, is superintending the grading, assisted by contractor Downs.

Several of the teams were mired Thursday, but no serious damage resulted.

MAY 15 1880

PROGRESS ON THE



Since our last issue the progress upon the Nantucket Railroad has been rapid, and on Monday afternoon the work of filling in the "Goose Pond" was completed, which disposes of the most difficult piece of grading on the line of the road. Teams are still at work carting sand upon the dump there, in order to raise it to the proper grade. A wooden sluice some forty-four feet in length allows the tide to ebb and flow as heretofore, and is of such dimensions that there is no possibility of its becoming filled up. The small strip between Orange street and the pond has been graded to the required level, also a short distance upon the east side of the Clay Pits. Still farther on to the southwest the work of making a cut through a field of Mr. Michael Foley has been successfully completed, the sand being used in raising the grade on the dump across the Goose Pond. This cut is several hundred feet long, and about four feet deep on an average. From this point the line of the road crosses the fields of Messrs. C. M. Thomas and Michael Foley, entering the South Shore road a short distance east of the farm of Mr. L. A. Hooper, which is to be the first "way station" on the road. The work is being pushed with vigor, and according to supervisor Downs' estimate, the filling in of the Clay Pits and grading to that point will be completed early next week. He expects soon an invoice of rails, ties, etc., when the construction cars can be put on to assist in the work. No dump cars will be used in constructing the road bed, which will be "plain sailing" for several miles after reaching the road at Mr. Hooper's, the greatest grade upon the entire line being but one foot in a hundred feet of road bed.

MAY 6 1880

MAR 25 1880

THE NANTUCKET RAILROAD. — We learn that the railroad to Sconset will probably be built broad guage as second hand rolling stock of that kind can be obtained. Mr. Winchester Veazie is in town and has made an examination of the marshes over which the proposed railroad is to run, and also laid out a route by the farm of Mr. L. A. Hooper. The company contemplate locating their depot on the land of Messrs. Charles G. & Henry Coffin, where their candle factory formerly stood.

APR 22 1880

THE RAILROAD.

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One of the Directors writes us under date of Tuesday morning that the company hope to be at work on the road by the first of May.

THE RAILROAD!!



Operations Commenced!

Ground Broken Tuesday!

Fifty Men at Work!

If there be any truth in the old adage, "Well begun—half done," less than fifty per cent. of the Nantucket Railroad remains to be completed. Upon the arrival of the steamer Saturday night the ubiquitous Clark perambulated the town proclaiming in no uncertain tones, "The wheelbarrows and shovels have arrived for the Nantucket Railroad, and the men are coming Monday!!!"

Even then some were skeptical, and croakers took refuge behind the assertion that "wheelbarrows and shovels wouldn't build a railroad." But when twenty-six laborers filed out of the steamer Monday night, and the following morning commenced

DUMPING SAND

on to the marsh at the South Beach, the last plank was knocked from under the platform of unbelief.

We have heretofore written so much upon the subject, continually asserting our confidence that the road would be built, and keeping our readers posted from week to week in regard to the smallest details that it seems there is but little to add, now that operations are underway.

Ground was broken Tuesday morning a short distance south of the brass foundry and when the sun went down in the west a long stretch of road bed indicated the track to be threaded in future by

THE IRON HORSE.

So novel a sight as the building of a railroad on Nantucket could not fail to arouse universal curiosity, and hundreds wended their way thither during the day to view the operations. The sand used for filling was obtained from a slight ridge near at hand. The road bed through the marsh is being built fifteen feet wide at the base, ten feet on top and two feet above the level of the marsh. About fifty men and fourteen teams are employed. A number of teams are carting from the Clay-pits and filling in on the Orange street side of the marsh, and when both parties meet, by far the larger part of the work of constructing the whole road bed for the Nantucket Railroad will have been completed.

MAY 20 1880

MAY 27 1880

The Railroad.

There is but little new to add to our report of last week. Operations have been steadily pushed forward in the interim and the line of road bed has lengthened day by day, stretching out in the direction of Mr. L. A. Hooper's farm the site of the first station, *en route* for Surf-Side and 'Sconset.

At the time of writing last week we left the men excavating a roadway through the lot of Mr. Michael Foley just east of the Clay-pits. A subsequent visit on Monday last revealed a clean "cut" several hundred feet long and about four feet deep through this lot, thence through the roadway, and the lot of Mr. Charles M. Thomas, cutting off a small jib piece from the corner and entering another lot belonging to Mr. Foley, which was penetrated some distance, finally emerging upon lower land where it was necessary to raise the bed to conform to the level.

A large number of teams were still engaged carting gravel upon the dump through the Goose Pond which it was expected to bring up to the requisite grade the following morning, and two gangs with wheelbarrows were at work filling on to two dumps in the vicinity of the Clay-pits. The dumps have all been connected, and it is thought that the road bed will be completed this week nearly, if not quite, to Mr. Hooper's farm.

A rumor was in circulation last week that the road bed across the Goose Pond had settled badly, and not a few were on hand to exclaim, "I told you so," and predict its entire disappearance. Upon inquiry we find that it had not settled a particle more than had been anticipated by the contractor, that there was not the slightest foundation for uneasiness and that the road was progressing satisfactorily in every respect.

The ties, we are informed, have been purchased in Maine, and are expected to arrive here shortly. Superintendent, Philip H. Folger is in town and denies the report which has been extensively published by the papers abroad that the stockholders held a meeting in Boston on Thursday, and voted to issue mortgage bonds upon property of the corporation, the amount of which its officers refused to make public. A meeting was held in Boston on the day above mentioned, but the proceedings were not of a nature to interest or concern the general public, and were withheld from the reporter who framed the announcement referred to.

Surveys have been had and estimates are being made preparatory to awarding damages for land taken to such parties as may claim it, though some, we are informed do not ask anything, believing that the value of their land will be greatly enhanced by the road running through it.

THE RAILROAD.

Since our last issue the road bed has lengthened astonishingly, passing by the farm of Mr. L. A. Hooper, through the pines and stretching far away over the plains to within half a mile of the Life-saving station at Surf-side, which will be reached Saturday night.

At the time of our last visit to the scene of action, Tuesday afternoon, a four-foot depression extending several hundred feet had been encountered in what to our unpractised eye appeared an almost perfectly level plain and was being brought up to grade. Neither teams nor wheelbarrows are now employed as what material is required for the road bed is taken from either side and thrown directly upon it.

The road will reach the shore about five hundred yards east of the life-saving station, then veer to the eastward, when some filling will be encountered the first place of note being Weeweeder pond, which will be crossed at its upper head. At Nobadeer slough there will also be a "fill" of about three hundred yards. Tom Never's Pond, we understand, is to be bridged.

Despite the proneness of correspondents, who "write up" this place, to picture Nantucket as a barren waste of sand, the view along the line of the road is surpassed by few, if any, in this country. Starting from Siasconset, in itself a picturesque village perched upon a high bluff overlooking the broad Atlantic which rolls tumbling and foaming on to the beach below, passing southward and westward by Tom Never's Head, it follows along parallel with and always in sight of the ocean, to Surf-side, which has ever been the resort of visitors to the island who desire to see Old Ocean in all its grandeur, particularly just after an easterly "rage," when "the breaking waves dash high," and the "Old Man," upon which the angry waters are lashed into foam, sends columns of spray heavenward. A gentleman from abroad who visited Surf-side on one of these occasions, remarked that there was nothing at Niagara which would compare with the scene in grandeur and sublimity. Leaving Surf-side, a distant view is had of the town which on approach expands into the dimensions and appearance of a "city set upon a hill." Crossing Orange street the scene changes and we have a view of the placid water of the harbor and sound beyond, Brant and Coatue Points, with the lighthouse upon the former standing out in bold relief, while away off on the horizon, apparently emerging from the water, is the lighthouse at Great Point. The charm of this view though in a measure lost to our people by familiarity with it, will be duly appreciated by strangers.

Mr. Downs, the contractor, informs us that the ties which have been purchased at St. Johns, N. B., are expected to arrive any time. The recent fall in the price of iron warranted the company in holding off a few days before closing the contract for rails.

MAY 22 1880

The Nantucket Railroad.

Since we issued last week, a rapid stride has been made with the road-bed of the Nantucket Railroad, and by to-night it will be up to grade to a point in the pines south of Mr. L. A. Hooper's farm. When we last went over the line (Thursday), a small piece of bed had been filled in the lot of the above-named gentleman, and it being a low grade, the work was pushing forward rapidly. The Goose pond dump is complete, and the "fill" across the Clay Pits and through the cuts in the two lots of Michael Foley also. It is estimated that 8000 cubic yards of sand was dumped in the "fill" from Orange street across the Clay Pits. The carriage drives across the track have been fixed properly. The railroad, after reaching the farm of Mr. Hooper, is an easy matter, and Mr. Veazie considers that the larger and more difficult half of the grading has been completed, as from the present time until it reaches Nobadeer slough, Nature has made a perfectly level stretch of ground, which will require but little work in filling up the slight hollows along the line; and before we issue again, it is anticipated that the bed will be complete nigh to Surf-side. The cross ties are daily expected, when they will be teamed from the vessel to the road and laid, and on the arrival of the iron, which is to follow the ties immediately, a construction car will be put on the track to carry the rails along as needed. The road will make two opposite curves from Orange street to Mr. Hooper's, when it will strike a "bee line" for the shore, which it reaches about five hundred yards east of the life-saving station. Most of the teams were taken off Thursday night, and will not again be required for some time, as what material is required for the bed will be taken from either side and thrown directly upon it, and even the wheelbarrows will be but little needed. To our unpracticed eye the work has been done in first-class style, and entitles those in charge to great credit. Nobadeer slough is now the most difficult part on the route, but this is slight compared to what has already been accomplished, there being a short "fill" of three hundred yards there to overcome, but with the material right under foot it will soon be accomplished. It looks really railroad to stop on the "Orange street crossing" and glance along the line on either hand, and we await anxiously the announcement of "the railroad is done."

Mr. Veazie has made accurate surveys of the land damages by the Nantucket Railroad as far as the road has been graded, and deeds of the land taken for railroad purposes will be made in accordance with these surveys. Parties damaged will be offered a reasonable price for the land thus taken, and any party not satisfied with the price offered, may leave the matter to referees, or submit it to the arbitrament of a panel of twelve men. We do not anticipate much trouble in the matter.

MAY 29 1880

THE RAILROAD.—We can this week report rapid progress on the road bed, which, as we go to press, has reached Weeweeder valley, the long stretch across the commons being completed. It was the original intention to raise the grade through the valley to eight or ten feet, but a subsequent survey has shown the engineer that it can be reduced to five feet, which of course will require less labor, and will necessitate making slight "cuts" through the brows of the hills on either side. It is very probable that the bluff along the beach will be reached to-night, and in another week we shall see the road bed completed as far as Nobadeer pond, as the two miles now remaining before that point is reached is "mere boy's play," requiring simply the turf removed.

Superintendent Folger is expected to-day, and while here will adjust the land damages which have been agreed upon.

MAY 29 1880

Everybody must "do" Nantucket. Several prominent gentlemen spent a few hours in smoking Havanas on the hotel piazza, and passed a favorable judgment, according to report. This sent down another thousand sight-seers and sensation-hunters. The boarding-house keepers had their hands full. Houses that were a little while before unsalable at \$75 brought \$250 or \$500. Three steamers a day landed passengers in squads and platoons. Last summer the island was so crowded that a company of capitalists was organized for the purpose of building a steam railroad, which, we learn from the last issue of the *Nantucket Inquirer*, has actually been commenced, and is to be put in operation this season. The above-named sheet itself, sharing the spirit of the enterprize which now invades the town, appears in new type and an enlarged form. In view of these recent developments at the island, one is led to wonder what may be its ultimate destiny. If it shall be understood, as it should be, that the town now offers no inducement for display or dissipation, it may become a widely favored, though not a "fashionable," resort. Indeed, such it may be said to have become, already, almost as suddenly as cities sometimes spring up on the prairies.—*Albany Evening Journal*.

JUN 5 1880

N. R. R.

A Long Leap on the "Shore Line"—A Proposed Slight Change in the Route—Progress Since Our Last Report—A Few Hints as to the Further Work.

One month ago yesterday ground was broken for the Nantucket Railroad, and not a few predicted the abandonment of the work ere this. But it goes on from day to day, and each night marks decided progress in the construction of the road-bed. Good weather has favored the company in pushing their work along rapidly, and they feel well satisfied with their progress thus far. Our last report left the road-bed complete on the western slope of the Weeweeder valley, where a fill of five feet in height was required to bring it up to grade. The rains of Monday and Wednesday compelled the laborers to suspend operations, but work in the two valleys was completed yesterday, which makes the line of road complete to the shore. One gang of laborers broke ground at Nobadeer pond, yesterday morning, where a deep fill of three hundred feet in length is required, and Mr. Veazie, the engineer, informed us that when the men quit work to-night, it will be up to grade at that point, and

THE ROAD-BED ONE-HALF DONE.

A careful survey of the route from Weeweeder to Nobadeer showed that it was unnecessary to even remove the turf between those two points, so carefully has nature graded it, and hereafter the whole force (which is to be increased by the addition of from seventy-five to one hundred men next week) will be employed on the line east of Nobadeer. From the Forked ponds nearly to Tom Nevers, there is another level stretch of ground, and there is no reason, if favored with good weather, why the present expectations of the builders, that

THE NANTUCKET RAILROAD WILL BE COMPLETED BY JULY FIRST, cannot be fully realized, for by far the heavier part of the grading has been successfully accomplished, in the one-half of the distance completed.

After surveying the remainder of the line, Thursday, it was decided to slightly change the route, after reaching Low Beach, running it along the foot of 'Sconset bank, with the terminus at the foot-bridge gulch at the base of the bluff of the Sunset Heights property. This change has been made to avoid encroaching upon private property, and for other good and sufficient reasons.

NOTES.

The company amicably adjusted the greater part of the claims for land damages on Wednesday last.

A fourteen-ton engine and six cars, it is thought, will constitute the rolling stock of the road.

Bring on the ties and rails, gentlemen.

THE RAILROAD.

Work Progressing Finely.

THE "GOOSE POND" BRIDGED.

That great bugbear, the "Goose Pond," which lay in the track of the Siasconset Railroad has been overcome and the road bed is lengthening day by day. There were not a few who predicted that that portion of the creeks which make up into a marshy bog near Orange street, and has from time immemorial been characterized by the undignified title of "Goose Pond," could not be filled up, but five days' labor of fifty-odd men with teams and wheelbarrows knocked all the logic out of the croakers' arguments.

The work of filling in the "Goose Pond" was begun about noon on Wednesday (last week) and at 2 P. M. the following Tuesday the gap which separated the workmen on opposite sides of the pond was closed, and teams passed to and fro on dry land. A wooden trunk, 44 feet long, 3 feet by 4 in the clear, furnishes a sluice-way for the water in the upper end of the pond and through this the tide ebbs and flows with a velocity which precludes all possibility of its becoming clogged.

The line of the road crosses a small portion of the Clay-pits which is being filled in mostly by the wheelbarrow men, the material being obtained from a hill near by. A large portion of the material taken by the teams, which are mostly engaged now in raising the grade of the road led over the "Goose Pond" and adjacent marsh, is taken from the field of Mr. Patrick Foley, to the southeast of the Clay-pits, where a cut is to be made for the road, four or five hundred feet long and several feet deep. After this point is passed nothing but comparatively level country, needing but little grading will be encountered.

The work is conducted most systematically. All work in a line and every man performs the same amount of labor as another. Each wheelbarrow contains a certain number of shovelfuls, and each cart load represents a certain number of wheelbarrow loads. It is a novel sight to see the continuous line of teams and wheelbarrows passing to and fro, and hundreds of people visit the locality daily.

It is expected that a supply of ties and iron will arrive here shortly, when the work of laying the track will be commenced. So great an event in the history of the place as the laying of the first rail deserves to be noticed in some manner other than by the idle comments of a curious crowd, and we would suggest that steps be taken to celebrate the event with fitting and imposing ceremonies. Will not those of our citizens, both in town and at Sconset, who are interested in the future progress of Nantucket, and not imbued with the idea that we are all dead or dying and that the island will never amount to anything but a cemetery, second a motion to take some public notice of the laying of the first rail of the road which is to unite Nantucket, Surf-Side and Siasconset.

MAY 13 1880

JUN 3 1880 JUN 24 1880

THE RAILROAD.—But little additional has developed since our last issue. The road bed has been completed as far as turn at the eastward of the Life-Saving station, and but for the inclemency of the weather would have been finished as far as Nobadeer Pond this week. On Monday, however, and again yesterday they were unable to work on account of the rain.

Mr. Charles F. Coffin, one of the directors, and president of the Surf-side Land Company, arrived in town Tuesday night and was engaged yesterday in settling and adjusting land damages.

THE RAILROAD.—Since our last issue the sleepers for the Nantucket Railroad have arrived, and been distributed along the road bed. The approach of the vessel Friday afternoon with the sleepers on board was descried from the tower by Clark, who fairly outdid himself in his enthusiasm to announce the intelligence. Work on the grading is progressing finely, the gang being now working at Toupehue (or Wigwam) pond on a fill about seven hundred feet long and from six to eight deep, which it will require the remainder of this week to complete.

Owing to the difficulty and expense of transporting the men so great a distance from town, a tent has been erected near where they are now at work and all hands will be "quartered" there for the present.

JUN 17 1880

The Nantucket Journal.

THURSDAY MORNING, JUNE 17, 1880.

THE RAILROAD.—A visit to the scene of action Monday afternoon revealed the workmen divided into two gangs, one at a work on a dump some distance west of Maddequeham pond and the other with teams bringing the road bed to grade at the latter place. From Weeweeder, east, until Nobadeer was reached, it was not found necessary to disturb the turf, Nature having formed an almost perfectly smooth and level floor, with a surface soil exactly adapted to receive the ties. The same conditions also exist in several places between Nobadeer and Maddequeham, likewise further east. The fill at Maddequeham is 680 feet long and from six to eight feet deep.

As an evidence of the number of unemployed laborers (and the benefit of advertising) the contractor, Mr. Downs, informed us that a day or two before coming here he inserted a small advertisement in the Boston Evening Herald, calling for a few laborers. Before 9 o'clock the following morning he had received several hundred applications, and so great was the crowd gathered at the depot on the morning they left Boston he was obliged to employ a policeman to prevent those not hired from crowding into the cars.

A vessel with a load of ties for the Nantucket Railroad is now on her way here.

JUL 8 1880

THE RAILROAD.—We had intended to put in the big eagle this week for the benefit of the croakers upon receipt of intelligence that operations had been suspended, when the disheartening information was received that the project was not to be abandoned, but would be pushed forward as vigorously as possible. The remainder of the work will be done by contract, instead of by the day as heretofore. Mr. Downs arrived Tuesday night and expected to commence operations again to-day or to-morrow. It is only expected to complete the road to Surf-side this season. By waiting, the company has already saved \$11,000 by the fall in the price of iron, and we are inclined to think they understand their own business about as well as the general public.

JUN 12 1880

THE RAILROAD.—A visit to the scene of active operations upon the railroad at Nobadeer, Thursday afternoon, showed the work to be progressing finely, the "finishing touches" being added to the heavy fill across the slough at that point, which was completed last night. Yesterday the work on the east shore of the pond was commenced, and it was the opinion of Mr. Downs, the contractor, that Madequecham Valley would be reached Saturday night. At this place there is a large amount of work, and fully a week's time will be required in bringing the road up to grade there. Here also is the point where the road will be the most exposed to the sea, which at times in heavy rages, breaks into the valley. During next week Mr. Veazie will fix the centres and curves along the entire route, preparatory to laying the rails.

Many people took advantage of the fine weather, Thursday, and drove out to view the scene, which was a decidedly animated one, with a string of teams constantly passing over the dump, and a gang of laborers on either side trimming off the slope.

JUN 26 1880

On the Historical Map of Nantucket, a specimen copy of which we have been favored with, the Old Colony Railroad Company has delineated with great exactness the line of the Nantucket Railroad, which trims up the South Shore, relieving the heretofore long, blank stretch. The Company are anxious to know if the road will be completed and in operation this season, in order that they may advertise the same in their notices. Hurry up the road, gentlemen, and derive all the advertising benefits offered.

JUL 3 1880

The Nantucket Railroad.

The Work to be pushed Forward as Rapidly as Possible—The Road Expected to be in Operation before the Close of the Season.

The announcement Wednesday evening that an order had been received to suspend work upon the railroad gave those "of little faith" a chance to air their eloquence, and they were not slow in grasping the opportunity. Others sat quietly "on the fence," not knowing which way to fix their ideas, while a third class did not have their ardor dampened in the least by the wild rumors which were flying about so briskly from mouth to mouth; and this latter class will feel the better to learn that the suspension is but temporary. Upon this matter we can speak understandingly, having been officially advised of the future plans of the corporation, who have deemed it advisable to complete the balance of the grading by contract, and ordered the suspension of work in order to arrange the new plan of operations. Mr. Downs, who has been engaged upon the work heretofore, intended to leave town yesterday to get the iron through, when work will be immediately resumed and pushed along rapidly, and before the season closes there is no doubt but all who wish will have the opportunity of riding to Sconset on the Nantucket Railroad. The affairs of the company are in a very fair and prosperous condition, and all claims to date have been adjusted. We are advised of the shipment of another cargo of sleepers from Bangor, which will be here shortly.

The road bed is now completed to a point east of the Forked ponds, or about seven-eighths of the entire line, and it is believed that a week's labor by twenty-five men will finish that part of the work. The Goose Pond dump, which had settled badly, has again been brought up to grade. Everything looks promising for a speedy completion of the work. Success to it.

APR 30 1881

The Railroad.

There was foundation for the rumors which prevailed here last week, concerning a continuation of the work on the Nantucket Railroad, as we learn from conversation with a gentleman directly interested, who states that everything looks prosperous for completing the road this season, and having in running order by summer. Rails have already been purchased, and will be shipped here within a few weeks. An issue of first mortgage seven per cent. bonds, payable in 1900, to the amount of \$60,000, has been ordered by the directors, who have also sent out the following circular:

THE NANTUCKET RAILROAD, when completed, will run from the town of Nantucket, Mass., across the island by that name to the south shore, thence following along one of the finest beaches on the Atlantic coast to Siasconset, Mass.

The total length of this road, when completed, will be about ten and one-quarter miles, and it is to be three feet in gauge. The road-bed is nearly graded, and most of the ties are on the ground.

This company is entirely free from debt. The income to be derived from the road will be from both freight and passenger traffic, and during the summer months the passenger traffic will undoubtedly be very large.

In order to accommodate this season's tourists it is the intention of the management to complete the road as early this spring as possible.

For the purpose of securing the necessary funds to purchase railroad iron and to fully equip the road with rolling stock, etc., necessary to meet the immediate demands, the directors have authorized the issue of \$60,000 First Mortgage 7 per cent. Bonds, payable Jan. 1st, 1900; and \$30,000 par value of stock upon the following basis:

For \$425 cash, subscribers are to receive First Mortgage Bonds (interest from Jan. 1st, 1881, included), \$500.00

Stock, par value, 200.00

For \$850 cash, subscribers are to receive First Mortgage Bonds (interest from Jan. 1st, 1881, included), \$1000.00

Stock, par value, 500.00

Subscribers for \$5,000 Bonds and upwards will be allowed to pay one-half of their subscription in cash and the balance at their convenience, previous to May 1, 1881, when the balance of their subscription will be due and payable.

An interest account of 6 per cent. per annum will be kept with each subscriber.

Subscriptions to this loan will be received at the office of J. F. Amsden & Son, Bankers, 50 Congress Street, Boston, Mass., and this company has authorized its agents, Messrs. Amsden & Son, to deliver said bonds and stocks to subscribers for the cash payments as they are made.

Interest on the bonds is payable Jan. 1 and July 1. Both principal and interest is payable at the office of the International Trust Co., at Boston, Mass., who act as trustees for the bondholders.

By a vote of the Directors a Sinking Fund of 7 1-2 per cent. is to be reserved from each year's earnings of the Road, and deposited with the International Trust Co., at Boston, to meet the first year's interest on the bonds, thereby relieving the management from using any of its first year's earnings for the first year's interest on the bonds.

MAY 4 1881

MAY 14 1881

HORSE RAILROAD.—A horse railroad, to run between town and the Cliff shore, through Easton and North Beach streets, with its terminus at or near the Cliff shore bathing houses, is mooted. It is said that it can be built and equipped at a cost not exceeding \$4000.

The Nantucket R. R.

Work Resumed and to be Pushed Rapidly Forward—Notes Concerning the Plans of Operations.

The statement published in the last issue of the *INQUIRER AND MIRROR*, to the effect that work on the Nantucket Railroad would be resumed this week, was entirely correct as has proved, for on Monday contractor Downs arrived with a small force of track layers, and the following morning work upon the road bed was resumed at the Goose pond dump, which had been somewhat damaged during the winter. Teams were put on to cart on the needed sand. The bed was found to have settled considerably, but that we were informed was a decided benefit, inasmuch as it gave a wider and more substantial base for the road. Thursday noon the teams were taken off at this point, and assigned to carting sleepers from Commercial wharf to points along the line, the work of laying the same being also commenced. By Saturday's boat the rolling gear for two gravel cars arrived, the bodies of which are now in process of construction by Mr. William M. Hallett. As soon as completed they will be put upon the road (a cargo of railroad iron is daily expected, and will be laid in readiness to receive them), when the work of grading the road from the cut at the Clay Pits to the starting point will be vigorously pushed forward. It is thought that there is sufficient grade between these two points for the cars to run themselves one way, teams having been engaged to haul them back to be loaded. It was the original intention to have had the locomotive here when the iron arrived, but much trouble was experienced in obtaining such an one as was required, rendering it impossible. The engine secured was purchased in Illinois, to be delivered in New York by June 5, when it will be immediately shipped here and put on to assist in the work. Everything appears propitious for an early completion of that portion of the road set apart to be finished this season; and it is not impossible (this was whispered to us) that the entire line may be laid before the season closes.

As the plans are now made, the road will be run down upon Commercial wharf, in order to insure more rapid transportation of material designed for use in building; but surveys will also be made from the present starting point (on the land formerly occupied by the candle factory of C. G. & H. Coffin) to Steamboat wharf, which would give decidedly better terminal facilities and more "style" to the road. We shall watch further progress with interest, and wish the management plain sailing in their future labors.

JUN 4 1881

JUN 11 1881

The Railroad.

Tuesday afternoon, at an early hour, Clark heralded the approach of schooner E. Waterman with iron for the Nantucket Railroad, and in five minutes from the time he first saw her the greater portion of our people were made aware of her coming, so boisterously did the excited William proclaim it. It was late in the afternoon when she arrived at the bar, where she anchored, awaiting flood tide. Early the following morning she reached the dock at Commercial wharf, and everything was rapidly made ready for discharging. A few rails were quickly laid and one of the construction cars put upon the track. At 7 o'clock work was commenced in earnest, and at 7.05 the first spike was driven. The honor of driving it was given to William D. Clark, and with vigorous blows (of a hammer) he settled it into the wood. A temporary line of track was laid upon the wharf and along Washington street, and the dump car was put into active service in transporting the rails from the vessel to the scene of operations. By night the track had reached a point near the brass foundry.

The line of the road on Washington street has been changed, and it will eventually be located on the east side of that thoroughfare, the work of grading having been already commenced. The work of laying the track was closely watched by many citizens, and we doubt not but that there were some among the crowd of lookers-on who were taking their first view of a railroad.

The vessel brought sufficient iron to complete the road to Surf-side, and Mr. Downs expressed the opinion that it would be finished and in running order by the last of the present month. The locomotive, it will be remembered, is to be delivered in New York by Monday next, from which place it will be forwarded by lighters in tow of a tug.

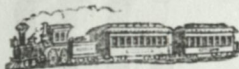
Nantucket R. R.

Progress of the Work—Day and Night Gangs Employed—Locomotive and Cars Expected in a Few Days—It is Believed the First Train will be Run Next Week.

Since our last issue little time has been lost in the work of constructing the Nantucket Railroad, and the progress has been rapid. Rails have been laid to the life-saving station at Surf-side, and the track levelled up the greater part of the distance. Two gangs of men have been employed, one working days and the other nights, each gang making the same number of hours. The last-named force has been employed in transporting rails. The engine, which is said to weigh fifteen tons, arrived at New York Monday, and together with the passenger cars, is expected here at any moment. In conversation with Mr. Downs, the contractor, he stated that in his opinion the first train would be run some time next week, or early the following week, for the road will be in readiness to receive the cars by Monday night next. Regarding the terminus in town he was not prepared to say much until the Selectmen shall have acted upon the petition sent them remonstrating against the road running lengthwise through Whale street, notice of which is made elsewhere. Upon their action will depend whether the head of the steamboat dock is to be filled in or not. It is the desire of the management to do this, in order that they may arrange for side tracks and a car shed at that point. Mr. Downs recently advised the management to have a Globe spark arrester placed upon the locomotive, which would prevent the possibility of the pine groves along the line taking fire. This may prove a detention to the early arrival of the locomotive, but such a result is not anticipated.

JUL 2 1881

THE TRAIN ARRIVES.



First Trip Announced for Monday, July 4.

THE RAILROAD.—The Selectmen since our last issue have granted the Nantucket Railroad Company the right of way through Candle street and across other highways to Steamboat wharf, and the rails are laid and the road lined to the north side of the Old North wharf. The dump cars are engaged in transporting lumber for the depot to Surfside, and work along the entire line is brisk, in anticipation of the arrival of the engine and cars, which are hourly expected. The company has engaged the services of Mr. C. M. Stansbury, of New York, as locomotive engineer, and he arrived here by Thursday's noon boat. In conversation with him, he stated that the engine and cars were loaded at New York, Wednesday, and left there at 11 o'clock that morning. The locomotive, he describes as a fine one, from the Baldwin works, 18-inch boxes and 12-inch stroke, and believes it to be just the thing for the road here. He will remain here during the entire year.

LATER.

Just after 1 o'clock, yesterday afternoon, the vociferous Clark announced the approach of the steam barge bearing the locomotive and cars for the railroad, and in his enthusiasm hung flags from the tower windows while he blew his blast. Shortly after 3 o'clock the barge, under pilotage of Capt. Heman Eldredge, came into the harbor, and ran up to the dock at Commercial wharf. A large concourse of spectators were in waiting, and were first greeted by the name "Dionis" in large letters upon the side of the tender.

The barge is the Roslyn Sherman, of the New York Lighter and Transportation Company. Upon her arrival at the pier work was commenced immediately to unload her, engineer Stansbury directing the operations. The locomotive is a handsome one, and we are assured that none better ever was put upon a road. The cars are of the open summer style, and were formerly run on the Long Island Railroad. They are to be painted immediately, and the entire work pushed forward day and night that the first trip can be made on Monday next, July 4. The services of Mr. Francis B. Keene have been engaged as conductor during the season. President Norton and Mr. P. H. Folger, treasurer, are in town superintending the work. The hour is too late for us to give further particulars this week, but our next issue will contain an account of the work, the trial trip, and other matters connected with the road.

OPENING OF THE N. R. R.



From Nantucket to Surf-side by Rail--The Glorious Fourth the Occasion of the Inauguration--The Trial Trip--Success Marks the Event in All its Details--Notes and Comments.

The opening of railroad travel on Nantucket could not but be an event of special interest to all our people, as an innovation in every sense upon our time-honored means of land travel in spring wagon and cart; and that the community has been out in force during the progress of the building of the Nantucket Railroad to gratify curiosity, is not at all surprising, for there are those in our midst who had, up to Friday of last week, never been favored with even a sight of a real locomotive and cars. But they have seen ground broken, the unfathomable Goose pond bridged, cuts and fills made through hills and in valleys, sleepers and rails laid, and trains bearing many passengers run safely to Surf-side from the business centre of the town; in fact, they have witnessed the successful consummation of an enterprise that it was prophesied at the outset would never be carried through. The cry of failure we do not attribute to a desire for such a fate, but rather as the honest opinions of those from whom it emanated, who, entirely unacquainted with plans of the management, could only form opinions from outside talk, and made up judgment adverse to the success of the project. These views were perhaps but natural, and we doubt not but those who ventured them are quite as gratified with the success of Monday's opening as the management itself.

In the few brief hours following the arrival last week, of the barge Roslyn with locomotive and cars, we could only present our readers with a few facts hastily gathered concerning the future plans of operations, but we are now in possession of details of interest concerning the road, which we present below, in connection with a comprehensive account of the successful opening of the road on Monday, July 4, 1881, and literary and other features connected therewith.

It is impossible for us in our limited space to note in detail the history of the road, and perhaps it is unnecessary, for we have kept our readers posted as the matter developed, and will simply state that the idea of a railroad to Sconset originated with the superintendent, Mr. P. H. Folger, in the summer of 1879. During the winter of 1879-80 a stock company was formed and incorporated, with the following list of officers: President, Jonathan Dorr; Treasurer, John H. Norton; General Manager, Charles F. Coffin; Superintendent, Philip H. Folger; additional directors, John H. Coombs, James W. Cartwright and John W. Cartwright; clerk and attorney, Asa Cottrell. The route originally surveyed contemplated running west to Madaket, thence along the shore to Sconset, but subsequently the present route was surveyed to Surf-side and along shore to Sconset. May 4, 1880, ground was broken on the South beach, and in June and July following the sleepers arrived and were distributed along the road bed, which was completed to Forked ponds during the autumn. June 1st, 1881, a cargo of rails arrived, and the work of laying them has been pushed along surprisingly fast by contractor Loren Downs since that time, his assistant, Mr. E. E. Downs, doing good work in superintending operations at various points along the route. On Friday afternoon of last week, July 1, 1881, the barge Roslyn arrived at Commercial wharf bearing all the rolling stock for the road, and she was hardly made fast ere the work of discharging the heavy freight was commenced. Mr. Downs directed the work with energy and skill, and though it is generally conceded that large bodies move slowly, he proved that there could be an exception to the rule, and all the rest of the day and through the night the huge locomotive and cars were worked upon the temporary track. From this point they were pushed to the main track, and ere Monday morning dawned were ready for the first trip announced for the morning of that day. During Sunday all the connections on the line were made

ferent and peculiar charm. Passing along the pleasant shore of the harbor, thence across the flats, the Goose Pond, the Clay Pits, out into open fields, thence entering a sweet-scented grove of pines, and beyond rushing out upon the broad, level common, with the sea in front, drew out frequent expressions of delight, as the tastes of different members of the company were called forth. As the train drew up at the station at Surf-side, one lady gave utterance to the only fault-finding heard for the day, which fully expressed the feeling of all in attendance. It was that the ride was not long enough. This was a happy and deserved compliment to all connected with the road.

As the company walked up to the station, long tables, temptingly spread, greeted their gaze, and after strolling along the shore, or gathering in groups for an interchange of expression regarding the success of the trip, they were called to partake of the repast, which was discussed amid lively chat, and general good feeling.

The literary exercises following the bountiful collation, were keenly relished by a throng of auditors in and around the improvised pavilion where the speakers were seated. General Manager, Charles F. Coffin, was fortunate in his selection of Rev. Daniel Round for President on this truly joyful occasion. To preside acceptably at an after dinner celebration requires a nice tact and discrimination; and our clerical friend, Rev. Mr. Round, happily combines the two. The clatter of dishes over, and knives and forks having been brought to a parade rest, Mr. Round announced a song by the Glee Club, composed of Messrs. John W. Hallett, Almon T. Mowry and B. G. Tobey, and Mrs. Almon T. Mowry, Mrs. John W. Hallett, Mrs. M. A. Wakeman and Miss Clara Cook. The song was entitled "Soft Glides the Sea," and it was sweetly rendered, the chorus mingling with the receding waves on the adjacent beach. Allen Coffin, Esq., was then announced by the President as the first speaker, and his address which we publish below, was frequently applauded.

Mr. President, Ladies and Gentlemen:

Amid the gloom of our national calamity which hangs like a pall about the hearts and minds of all true Americans, we have gathered upon this favored spot under otherwise auspicious circumstances, to interchange the greeting of exalted and patriotic friendship in commemorating our Nation's natal day in conjunction with a great local enterprise—even the formal opening of the Nantucket Railroad. [Applause.]

One hundred and five years ago to-day the Declaration of Independence was proclaimed, and the birth of a new Nation announced. Two hundred and twenty odd years ago the settlement of Nantucket was commenced. In laying the foundation of the Republic our fathers builded better than they knew. They published universal principles of right hitherto unknown among the Nations of the earth—principles which shall survive the downfall of empires; for, while the Republic itself may become disintegrated, and crumble and pale away from the history of Nations, yet the people will live to perpetuate a purer Democracy under the guiding star of our own historic national achievements. In the settlement of Nantucket Island, our immediate ancestors constructed more than they intended, and better than their most fertile imaginations ever conceived. We are unworthy of our progenitors if we do not improve upon the National and local institutions they have transmitted to us. I have said they builded well; but not to perfection. Ours is the high mission of preserving and improving that which has been handed down to us. The American Eagle is still on its flight; and we should follow it with the gentle Dove of Peace, as embodied in the industrial and mechanical developments of the age, most prominent among which stands the iron horse.

It was my fortune to witness the formal opening of the great bridge at St. Louis, which spans the Missouri River, beneath the arches of which the largest steamers pass, and I was lost in wonder and admiration at the sight, and undetermined which most to admire,—the work of nature or the work of art. So, in standing here to-day in the august presence of this majestic ocean laying the white sands of the shore, with a freckless blue canopy above, and a full view of the locomotive engine with its historic name, wending its way across the

known or called in America by any other name than Dionis. It is quite remarkable that, while the name of Tristram has been perpetuated through all the generations, and in genealogical researches becomes a source of confusion it occurs so often, the name of Dionis is repeated but once in all generations down to the present time. One grandchild only, the eldest daughter of Stephen Coffin, youngest child of Tristram and Dionis, was christened Dionis, but when she came to be married to Jacob Norton, the name appears as Dinah.

So it may be said that the wife of Tristram Coffin possessed a name that disappeared with her life, and has remained obsolete for two centuries. Yet it shall live again. In contemplating this fact I am reminded of the beautiful legend of Saint Humbert; after that good saint had been dead just a hundred years, as the story goes, his sarcophagus was opened and a sprig of laurel that had lain in burial with him during the whole century was taken from his ashes in as perfect green as if newly plucked, and fresh as if wet with the morning's dew. When the maternal progenitor of Clan Coffin was laid away to mingle with the cold clods of the valley, her laurels may have been buried with her. But as sure as eternal justice will triumph in the end—as sure as the white rose will bloom anew with every returning season, so surely will the hand of impartial history penetrate the dark portals of the tomb and lift her laurels to a glorious resurrection to bloom again green and perennial before the world, ere another century shall have been numbered with the two preceding ones of indifference and oblivion. If her name and memory be not immortalized by a figure of bronze, her life and character shall grow in the righteous estimation of her numerous descendants, till no marble or alabaster shall be found pure and white enough on which to inscribe her name. [Applause.]

I congratulate the Railroad Company upon their success thus far, and bespeak for them a continuation of the same interest which this auspicious opening seems to augur. [Applause.]

When Mr. Coffin had finished speaking, the President called for a song by the Glee Club, entitled "Hurrah for Old New England!" Following this spirited glee, Hon. William R. Easton was introduced in complimentary phrase, as one early identified with the business interests of Nantucket in her palmy days. Mr. Easton then said:

I am so profoundly impressed with the horrid event of last week as to be nearly paralyzed and disqualified to speak on this interesting occasion, and though no prophet, nor the son of a prophet, in view of the many gatherings in our country approving of the shooting of the Czar of Russia, I said, the life of the President was not so secure as it was before the utterances alluded to. Tyrants are not the only ones that are shot. What was the good and lamented Lincoln shot for? No countenance should ever be given to such horrible deeds, no matter what the character of the intended victim may be.

A gentleman said to a darkey waiter at a hotel, "Is that the second bell?" "No," said the waiter, "dat is not the second bell, dat is the second ringing of the first bell." Well, at the first jingling of the first bell we left the starting point on the first railroad, and soon found ourselves comfortably seated at Surf-side to partake of the hospitality of the proprietors of the first Nantucket railroad. This new enterprise is entitled to and should receive the hearty support of every individual in this sea-bound community. All we now need to ensure success, is good will and unity of action, both of which are richly deserved.

It was my good fortune to be in the lobby of the United States Senate in 1840, and hear a sharp and heated discussion between Clay, of Alabama, and Col. Benton, on the subject of further patronage to a railroad in Alabama. The subject becoming somewhat personal, the ponderous and "half omnipotent" Webster addressed the Vice-President: "I move you, Sir, that the further discussion of this subject be postponed to Tuesday next. I am in favor of railroads in general; whether I shall be in favor of this bill I know not, knowing nothing of its merits, but if we are to have a melee on this subject of railroads, I am for going into this discussion understandingly, and at that time I shall be prepared. When the proposition

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THE TRIAL TRIP.

The management courteously invited a representative of this paper to take the trip, and shortly after 2, P. M., the train moved away from the station corner Main and Candle streets, and slowly around the sharp curve near the foot of Coffin street (this curve has been lengthened), when engineer Stansbury "opened on her" gradually, and away the train went over the Goose pond, the Clay Pits, by Hooper's station, through the short stretch of pines, to the open commons, where the speed was increased, and we went whirling along towards the station at Surf-side, which was to be the scene of festivities at a later hour. The evenness of the road was freely commented upon, and the officials were loud in their praise of the work of Mr. Downs, whose beaming face near by gave evidence of the gratification he was deriving from listening to the words of praise; and he was justified for feeling thus "good," for it was more than one point in his favor, and he could but feel supremely happy. The run over to Surf-side occupied but a few moments, when the train returned to transport invited guests to the scene of the festivities. The platform was crowded as it drew up at the station, and as "all aboard" sounded from conductor Keene's lips, the cars filled rapidly, and shortly after the appointed hour, several hundred persons were being borne along on a REAL NANTUCKET RAILROAD. We listened attentively to the comments on all sides, and were greeted with "Ain't it funny," "This is just lovely," "Here's the Goose Pond," "I could ride all day," "Well, I never expected to ride on a railroad through Weeweeder valley," and other similar remarks. Pleasant faces greeted one on every hand, and the novelty of the occasion added greatly to the pleasure of the ride, which was enjoyed to the fullest extent by all participants. The familiar scenery along the route seemed laden with a dif-

Eagle is still on its flight; and we should follow it with the gentle Dove of Peace, as embodied in the industrial and mechanical developments of the age, most prominent among which stands the iron horse.

It was my fortune to witness the formal opening of the great bridge at St. Louis, which spans the Missouri River, beneath the arches of which the largest steamers pass, and I was lost in wonder and admiration at the sight, and undetermined which most to admire,—the work of nature or the work of art. So, in standing here to-day in the august presence of this majestic ocean laving the white sands of the shore, with a freckless blue canopy above, and a full view of the locomotive engine with its historic name, wending its way across the naked plains, I am again perplexed to decide which I most admire,—the works of nature or the triumph of human skill. [Applause.]

When our ancestors walked this beach two centuries ago, their eyes greeted this same lovely expanse of blue waters; their ears listened to the same music which swells up from old ocean in its ceaseless murmurings and soft cadences; the Indian war-whoop was the only strange noise that disturbed their fond reveries, and they beheld only the works and beauties of nature. In addition to these, we behold the wonders of art in the perfection of steam machinery, and instead of the war-whoop the sound of the locomotive whistle. [Applause.]

The officers of the Nantucket Railroad Company have constructed a railroad, notwithstanding the doubts and murmurings and oppositions of many good citizens. Like our illustrious ancestors in town and nation they too may have builded what they know not of; and generations yet unborn may have as good cause to thank their immediate ancestors for spanning the island with iron bands, as we of to-day have for thanking ancestors more remote for crossing the sea to found a community where individual thought has had a most abundant fruitage.

I was greatly moved when I read upon the locomotive the name "Dionis." It carried me back through the dim vista of two centuries, when the maternal progenitor of our Coffin line lived in this land. And I want to read you four lines from the records of Newbury:

"1653. September—Tristram Coffin's wife, Dionis, was presented for selling beer at his ordinary, in Newbury, for three pence a quart. Having proved, upon the testimony of Samuel Mooers, that she put six bushels of malt into the hoghead, she was discharged."

The law which she was supposed to have violated was passed in 1645, and is as follows:

"Every person licensed to keep an ordinary, shall always be provided with good wholesome beer of four bushels of malt to the hoghead, which he shall not sell above two pence the ale quart, on penalty of forty shillings the first offence, and for the second offence shall lose his license."

It must be remembered that this presentment was during the same period that women were presented for wearing silk hoods and scarfs and other trifling matters of dress, which were in violation of the abortive attempt to regulate the fashions of the people. Dionis doubtless intended to make a better beer than was afforded at other ordinaries; and as three pence per quart bore the same relation to six bushels of malt, as two pence per quart did to four bushels, she could see no reason why her beer should not sell for three pence per quart notwithstanding the law. Proof of this fact secured her discharge, and there can be little doubt that her beer gained a good reputation from this proceeding, and Coffin's ordinary became distinguished as the place where the best beer was sold.

The name Dionis is the diminutive of Dionysia, and was often written Dionys, although I cannot find that she was ever

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This being the 4th, I am reminded of Charles Sprague's eloquent 4th of July oration of 1824. I am sorry I can go so far back. The bringing of materials across the Atlantic to found a New Empire, and the bringing of materials to this isle of the sea to establish a new enterprise are not altogether dissimilar. Said Mr. Sprague: "Across the Atlantic came a Pilgrim bark bearing the seeds of life and death; the former were sown for you, and the latter sprang up in the path of the simple natives. Here they had lived and loved; now they dipped their noble limbs in your sedgy lakes; now they paddled their light canoe along your rocky shores. Here, too, they warred; the echoing whoop, the bloody grapple, the defying death song all were here; and when the tiger strife was over, here curled the smoke of peace."

But the tendency of the Indians was to the west, and as they ascended the distant mountains, they read their doom in the setting sun. The morning of the Nantucket Railroad has dawned, and with the rising sun is destined to achieve success.

Lookers-on could not fail to detect the interest developing as the speeches followed in quick succession, and President Round was at his best when he jocosely called upon Joseph S. Barney, Esq., agent of the N. & C. C. Steamboat Co., to infuse some of his enthusiasm into the hearts of all present. Mr. Barney did not disappoint his interested auditors. Loud applause greeted his opening sentences, and our readers will catch a little of the same "enthusiasm," as they carefully peruse the following. Mr. Barney said substantially:

Mr. President, Ladies and Gentlemen:

Is it possible that I am to be called upon for a speech, when I scarcely ever made one in my life? It seems like an absurdity. I don't know how; have never been educated to such a contingency; but for all that, I perceive that I am doomed, and hence I must tell you what has brought me here. One of my young friends, who has been quite conspicuous in this project of a railroad to Surf-side and Sconset, and to whom we are very much indebted for this free ride and tempting spread of edibles, said to me on Friday evening last, after giving me the programme of to-day's exercises, "we want you to make a speech; we want you to go there and give us some of your enthusiasm." I instantly called to mind a conversation which we had one morning last Autumn, just as he was leaving here on the steamer, when he addressed me by name, saying, "I am almost killed with this everlasting decrying of our enterprise. Why, the croakers say that we shall never build the road; that we shall never cross the Goose Pond even; and if we should, that the sleepers would never reach the island; and if they came, that surely the rails would never come, &c., &c." I replied

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A RINK AT SURF-SIDE.—The directors of the Nantucket Railroad had an interview with manager Whitney, of the roller skating rink, on Thursday, the result of which is that the depot at Surf-side is to be built twenty feet wider, making its dimensions 100x40 feet. A hard pine floor is to be laid, and two or three evenings each week during the season trains will be run late, giving patrons an opportunity to indulge in roller skating. A lattice work is to be erected on the shore side of the building, where people may rest during skating sessions, to be fanned by cool breezes from old ocean. Excursion tickets, we understand, will be issued on these occasions, which will make an inexpensive evening's pleasure. Our wish for the success of this enterprise, as for all others, is tendered the projectors.

AND JOY WENT WITH THE RAILROAD.—On the morning trip over the road to Surf-side, last Thursday, Mr. Charles Joy, of this town, who had not been on the mainland since the advent of steam cars, and who had never seen a locomotive in motion, took his first ride on the train. It was a real pleasure to witness his surprise and delight. He said that he was born on the 4th day of July, 1811, and he had been told that it was the hottest day ever experienced on Nantucket, the mercury rising to 98°. He was just 70 years of age on the day of the Railroad jubilee at Surf-side. When asked how he liked his ride, he replied that he was perfectly charmed with the trip; and so were all the passengers. On the same train was Capt. Charles H. Coleman, over eighty years old.

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THE RAILROAD.—No further evidence is needed of the popularity the Nantucket Railroad is gaining, than a few hours' stay at Surf-side, and a glance at the cars, and the depot and its surroundings, where a gay company of pleasure seekers is always to be seen. The company has been favored with beautiful weather since the opening day, and travel over the road is undoubtedly on the increase. They are also favored with a corps of efficient employes, Conductor F. B. Keene being a courteous gentleman, and engineer Stansbury a veteran railroad man, who is up to the mark in his line of duty. In the ticket office, a cosy room in the brick block corner of Main and Candle streets, general manager C. F. Coffin is ably assisted by Miss Edith Gardner, and throughout the day it is a lively spot.

At Surf-side station there is an air of activity, with two buildings in progress—the depot and restaurant. Painters and carpenters are busy on each, and they are being rapidly pushed to completion. The late afternoon and evening trains are very popular, carrying out parties who amuse themselves on the beach, often taking lunch with them. Everything connected with the road is running smoothly, not a single event having occurred to date to interfere with its successful operation. As the attractions at Surf-side grow, so will it become the spot to visit—and that is the future we predict for it.

JUL 25 1881

RAILROAD MATTERS—OPENING OF THE DEPOT AND RESTAURANT.—The railroad has been doing a brisk business the past week. The Sunday trains carried large numbers to Surf-side, and Wednesday and Thursday both cars were necessary to accommodate the crowds. On the latter day occurred the opening of the new depot and restaurant. During the entire day a grand surf rolled in upon the beach, and was watched with admiration by the company on the grounds, who lined the shore. Dancing was indulged in by those who desired during the afternoon, under the direction of Mr. J. H. Backus, of Hyannis. The special evening trains were crowded, and Surf-side for the first time was the scene of a brilliant evening gathering. The new depot was ablaze with light, tasty chandeliers and bracket lamps shedding bright rays, while happy faces beamed on all sides. It was an innovation,—one full of charming novelty, with merry faces, sweet musical strains and light tripping feet, and the rumbling roar of the surf, and screech of the locomotive whistle at frequent intervals as a grand accompaniment. And then followed a brilliant display of fireworks from the bluff, which would have illumined the heaving surf and produced a grand effect but for the low mist which hung along the shore, that dimmed the brilliancy of the numerous pieces. The new restaurant was open, and attracted many, both young and old. The dancing continued until 11.30 o'clock, when the party boarded the last train, which landed them safely in town just previous to midnight.

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INCIDENT ON THE TRAIN.—Young lady of eighty-six summers to old ladies of ninety-four and ninety-five respectively: "Why, how do you do! I've been wanting to see you two old folks for a long time, but didn't expect to see you on the keers first." Old lady: "Glad to see you. We thought we'd ride down to Surf-side to-day for our health. Beautiful, isn't it?" General conversation followed.

FREE RIDE.—The management of the Nantucket Railroad tendered a free ride to Surf-side to the inmates of the Asylum, on Monday last, and all who were able accepted and enjoyed the delightful trip across the island. At Surf-side they were furnished a repast by Mr. Chadwick, of the restaurant, and after enjoying a few hours about the bluff, returned to town, showering thanks upon the road officials for their generosity and kind thoughtfulness which gave them the opportunity for a few hours' unalloyed pleasure.

AUG 6 1881

ILLUMINATION AT SURF-SIDE.—Several hundred persons took advantage of the opportunity offered by the Railroad Company last Monday evening to visit Surf-side and participate in roller skating. The depot was handsomely illuminated with Chinese lanterns, and a merry throng of young people were on rollers, gliding about to the tuneful strains furnished by Cushing's Orchestra, while older ones were interested spectators. During the evening Mr. C. B. Whitney gave an exhibition of fancy skating, acquitting himself very creditably. The special trains over the road during the evening were all well patronized, and the scene about the bluff was an inspiring one. A cool breeze tempered the warm atmosphere of the day, and made the trip particularly refreshing. The last train landed the company in town shortly before 11 o'clock.

AUG 13 1881

SURF-SIDE.—There was a large party at Surf-side, Monday evening. It was a glorious night, a cool breeze fanning the crowd of people who sought the beach to watch the tumbling surf. Within the depot many participated in roller skating, and during the evening Mr. C. B. Whitney gave an exhibition of fancy skating, which was warmly applauded. Special trains were run until 10, P. M., and all who rode to the shore were treated to as charming a "moonlight on the waters" as was ever presented to human eyes.

The Railroad Company are doing everything to add to the pleasure of their patrons, and have made the road very popular by their liberal management. Everybody talks of the road; everybody rides on the road; and everybody is charmed with it.

During the evening of Monday, fire balloons were sent up, and a limited pyrotechnic display occurred on the beach.

AUG 6 1881

It is quite certain that the influx of guests this month will exceed that of any previous August, as the Coffin family are responding in great numbers to the summons, and the occasion will bring together a small army of curiosity-seekers, non-members of the Clan, but desiring to witness the festivities and enjoy a delightful cruise at the same time. As the advent of all these strangers brings grist to our mill, we are disposed to rejoice greatly thereat, and will do our best to make them at home, and to provide such entertainment and recreation as may induce many of them to come again. Those who come on a flying visit will find themselves here next year, making a longer stay, and such as are prospecting for a pleasant summer home will find it for their interest to invest here, and identify themselves with our growth and returning prosperity.

In addition to all our former attractions, we have a novelty now in the Railroad, and each new comer will wish to make at least one trip to Surf-side. As a result of this new line of communication, it is not improbable that we may soon see cottages springing up there, as well as a commodious hotel, and thus the depot may become the nucleus of a growing village, as has frequently been the case in the Great West.

A few brief weeks will close the season for this year, and send the gay crowd of tourists back to their winter homes, and to their several avocations; but the seed that we sow does not always fall on sterile ground, and we are confident that our jubilee month this year will not fail to lead to important results.

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Nantucket Railroad TIME-TABLE.

WEEK DAYS:

Trains will leave station corner of Main and Candle streets at 8, 9, 10 and 11, A. M. 1, 2, 3, 4, 5, 7 and 8, P. M.

Returning, leave Surf side at 7.30, 9.30, 10.30, 11.30, A. M. 1.30, 2.30, 3.30, 4.30, 5.30, 7.30 and 8.30, P. M.

SUNDAYS:

Trains will leave station corner Main and Candle streets at 10 and 11, A. M. 1.40, P. M., or upon arrival of boat, 2.30, 3.30, 4.30, 5.30, 7.15, and 8.15, P. M.

Returning, leave Surf side at 10.30 and 11.30, A. M. 2.05, P. M., returning season for the boat which leaves for Oak Bluff at 2.30; 3, 4, 5, 6.45, 7.45, 8.45, P. M.

Fares for Round Trips:

HOOPER'S, 15 CENTS.
SURF-SIDE, 30 CENTS.

P. H. FOLGER, Sup't.

*Flag Station. There are also flag stations on Washington street near the "brass foundry," and at the Orange street crossing.

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Inquirer and Mirror.

SATURDAY, JULY 23, 1881.

RAILROAD MATTERS—OPENING OF THE DEPOT AND RESTAURANT.—The railroad has been doing a brisk business the past week. The Sunday trains carried large numbers to Surf-side, and Wednesday and Thursday both cars were necessary to accommodate the crowds. On the latter day occurred the opening of the new depot and restaurant. During the entire day a grand surf rolled in upon the beach, and was watched with admiration by the company on the grounds, who lined the shore. Dancing was indulged in by those who desired during the afternoon, under the direction of Mr. J. H. Backus, of Hyannis. The special evening trains were crowded, and Surf-side for the first time was the scene of a brilliant evening gathering. The new depot was ablaze with light, tasty chandeliers and bracket lamps shedding bright rays, while happy faces beamed on all sides. It was an innovation,—one full of charming novelty, with merry faces, sweet musical strains and light tripping feet, and the rumbling roar of the surf, and screech of the locomotive whistle at frequent intervals as a grand accompaniment. And then followed a brilliant display of fireworks from the bluff, which would have illumined the heaving surf and produced a grand effect but for the low mist which hung along the shore, that dimmed the brilliancy of the numerous pieces. The new restaurant was open, and attracted many, both young and old. The dancing continued until 11.30 o'clock, when the party boarded the last train, which landed them safely in town just previous to midnight.

AN ADVENTURE OF THE HOP.—Thursday night Theodore, Laura and Lizzie started for Surf-side. After a long and perilous drive they arrived there in time for the fireworks. After partaking of creams and other dainties, they started for town. The first event of their return trip was when they found themselves and buggy in front of the engine "Dionis." They then let the horse have his own way, and he took it easy, drawing them through a marsh, again appearing before "Dionis" and finally returning the party to Surf-side. After Theodore had held the horse's nose, and Laura the reins, and Lizzie had yelled for help for fifteen minutes, the course of events became smoother and they returned to Nantucket a sadder, much frightened and possibly wiser trio than went out.

Here and There.

The Nantucket Railroad can handle 1000 passengers per hour with ease.

Two cars were required Wednesday and Thursday to take the crowds which went to Surf-side. There was a heavy surf breaking upon the beach, which the visitors watched with interest.

One of the trains on the Nantucket Railroad a few days since, bore among other passengers three persons, residents of this place,—father, mother and son. The average age of the trio was 77 years, 3 months.

There are gentlemen in town who talk strongly of building at Surf-side. Others have approached the proprietors of Surf-side with other plans, but nothing has yet developed that warrants a fuller statement.

THE RAILROAD.—The locomotive for the Nantucket Railroad is being fitted with a patent spark arrester which has delayed its arrival. Mr. Charles F. Coffin, is now in New York, superintending the work. As soon as finished it will be forwarded immediately with the cars. Mr. Downs is confident of having the train running by the 20th, or before our next issue. We hope so.

SURF-SIDE AND THE RAILROAD.—Everyone who has enjoyed it, admits that the ride to Surf-side on the cars is a most delightful one, and it will be a long time before the novelty of it for the islanders will wear off. The road is particularly smooth and the cars comfortable and commodious. The road has been well patronized during the week, particularly Sunday, when crowds availed themselves of the opportunity to enjoy the ride. At Surf-side the depot is progressing finely, being now about all boarded in. A well has been sunk near by which yields excellent water, and just to the west of the building a cloth canopy has been erected, under which one can lounge on most comfortable settees. A flight of steps has been built leading from the cliff to the beach below, and it is evident that no pains will be spared for the comfort and convenience of visitors to Surf-side. Mr. Charles H. Robinson is now erecting a building to be used as a cook house near the restaurant. We understand that one gentleman owning land at Surf-side, has desired to have it set off to him that he may erect a house thereon. For the benefit of timid people, we would state that the report that a railroad sleeper had been found placed across the track is without foundation.

RAILROAD AND SURF-SIDE NOTES.—The railroad to Surf-side is doing a thriving and steadily increasing business. Mr. F. B. Keene the polite conductor is very popular with patrons of the line as are likewise the other train officials all of whom are courteous and accommodating, and no better person could have been selected than Miss Edith Gardner, the accomplished young lady in charge of the ticket office, who is a member of the late graduating class from the High School. Everything appears to be going on smoothly and everybody is well pleased who rides over the road.

Some wag has stuck up the sign of "Ticket Office" on the plains at the west side of the road.

The first blue-fish brought over the road was captured from the shore Sunday. It was hung on to the forward end of the car and thus preceded the train to town.

A big time is expected at Surf-side to-day. The depot and restaurant are to be formally opened to-day. There will be music and dancing, fireworks in the evening, refreshments &c. Read the advertisement in another column.

From Cottage City Star.
Quiet But Promising.

HOW THE SUMMER STARTS IN AT NANTUCKET.

"We are looking for pretty lively times next month," said Supt. Joseph S. Barney, the energetic manager of the steamboat line, which shoots off at a tangent from the Vineyard out toward the ocean. "So far the season has been quite satisfactory. We believe Nantucket has 'turned the corner,' and having seen her poorer days, is fairly started on the road to prosperity." All the islanders are consequently beaming and building all sorts of pleasant castles in the air. The railroad puffs out to the South shore every hour, screeching over the barren moors which were never before disturbed by any call louder than that of a sea gull, and after a six minutes' ride lands its passengers right on the beach, where the Atlantic races in more or less "majestically," according to the sort of day it is. Of course, the girls all love to go out there, because of the certainty of finding plenty of "swells." It is said that the entire Surf Side property has just gone into the hands of a New York party, who has fully decided to develop it, a big hotel and numerous cottages being a part of his plan. He has been making overtures already to Landlord Mowry, of the Springfield House, the most wide-awake hotel man on the island, and evidently "means business." The Cliff property and that along the beach to Brant Point has taken a boom. The only disconsolate ones are the livery men and the skippers of the pleasure yachts, who declare that the "pesky railroad" has knocked fun out of their business, as no doubt it has. People can now take a trip for 30 cents, when in seasons past it would have cost them a couple of dollars or so.

There is apparently only the kindest of feeling among the people of our sister island toward the Vineyard. They look upon fair Martha as being in point of fact a feeder for them. The greater the rush Vineyard and the more prosperous the season here, the more visitors has Nantucket. It is becoming quite the thing for all tourists to consider their trip incomplete until they have seen both the city of cottages and the home of the whale-fishery. The re-union of the vast number of branches of the Coffin family which takes place next month, will bring thousands to our neighbor's shores, hosts of whom will come from far inland. They will not go home without a call upon our pretty city by the sea, if only its attractions are duly presented to their attention. We trust the parties most interested will see to it that the Coffins are not allowed to bury themselves in Nantucket, to the exclusion of the Vineyard, for we want them to see us as we are and spread the good news of the beauty and healthfulness and attractiveness of our summer home all through the West. There will be among them men and women distinguished in the worlds of literature, science and the arts, who have a wide influence in their respective spheres, and whose good opinion and influence is worth striving for.

If one enjoys an ocean sail of a few hours and a "ramble in a quaint old town," as well-remembered "Al" Backus used to call it, when he was here as assistant agent for the Old Colony line, it will well repay them to run over to Nantucket and spend an hour or so there at least.

JUN 16 1881

JUL 14 1881

JUL 21 1881

AUG 1 1881

AUG 19 1881

CLAN COFFIN

CELEBRATION.

—
IN HONOR OF

**TRISTRAM
and
DIONIS.**

JUN 10 1882

RAILROAD NOTES.—In our advertising columns to-day will be found the early summer time-table of the Nantucket Railroad, which will be opened to public travel on Thursday, 15th inst. The Company will issue season time-tables about July 1st, which will give notice of changes after that date.

Arrangements are being made by which the locomotive will run in front of the train on the return trip from Surf-side, instead of backing it in as last year.

The Main street depot has been enlarged, and Miss Edith Gardner, the genial young lady clerk of last year, will be in charge.

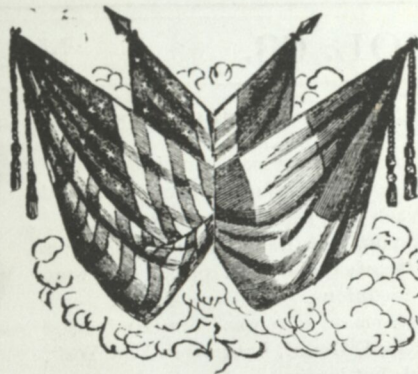
The Railroad Company is arranging for a gala time at Surf-side July 4th, and during the evening of that day will make a glorious pyrotechnical display. When arrangements are perfected, the programme will be announced.

JUL 1 1882

SPECIAL NOTICES.

FOURTH OF JULY!

Surf-side Attractions!



Grand Gala Day for Nantucket!

EXTRA TRAINS WILL BE RUN!

PROGRAMME:

THE DINNER will be served in the Depot Building at about 12 o'clock, under the direction of Mr. Patterson, of the Bay View House, and will comprise all the substantial of a first-class dinner, and will be afforded at the very moderate price of fifty cents.

Literary Exercises.

After the dinner, and at about 2 o'clock, P. M., the patriotic exercises will commence, consisting of the following:

1. Star Spangled Banner, Glee Club.
2. Prayer, Rev. M. Ransom.
3. Ode, Glee Club.
4. Reading of the Declaration of Independence.
5. The Red, White and Blue, Glee Club.
6. Oration, Rev. J. A. Savage.
7. Ode, Glee Club.
8. Original Poem, Dr. Arthur E. Jenks.
9. America, Audience.

Other short addresses may be expected.

Balloon Ascensions.

During the day and evening numerous fire-balloons will be sent up, some of which will contain appropriate sentiments.

Brilliant Display of Fireworks.

In the evening, a skillful and accomplished pyrotechnist from Boston, will send off some of the modern novel wonders in this domain of science.

The Grand Ball!

There will be a grand ball given in the Depot Building, commencing immediately after the display of fireworks. Messrs. R. B. Hussey, Alexander M. Myrick and Walter H. Burgess will act as floor directors.

Every arrangement has been perfected for a grand gala day at Surf-side, in commemoration of the nation's birthday, as also the anniversary of the opening of the railroad, when the first train of cars was run.

JUN 29 1882

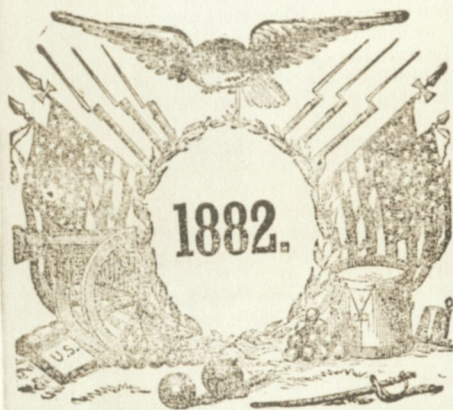
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SURF-SIDE NOTES.—One of the new maps of Surf-side, as recently laid out, may be seen at the store of George W. Macy, Esq.

Reports from the railroad are very gratifying thus far, the number of passengers carried to date being largely in excess of last year at this time. The total number of passengers carried July 4th exceeded that of the heaviest day of the Coffin Reunion.

Mr. Charles F. Coffin and two surveyors are at Surf-side staking off house lots in accordance with the newly-drawn plan.

It is rumored that "that big hotel" will be a thing of the near future, and it is authoritatively stated that the building of the hotel will be quickly followed by the erection of several cottages.

AUG 3 1882

Nant. Railroad.

ON and after July 1st, trains will run to Surf-side and way stations as follows:
Leave corner of Main and Candler streets daily at 8, 9, 10 and 11 A. M., 1, 2, 3, 4, 5, 7 and 8 P. M.
Returning, leave Surf-side at 8.30, 9.30, 10.30 and 11.30 A. M., 1.30, 2.30, 3.30, 4.30, 5.30, 7.30, and 8.30 P. M.

SUNDAYS:

Trains will leave station at 10 and 11 A. M., 1, 2, 3, 4, 6, 7 and 8 P. M.
Returning, leave Surf-side at 10.30 and 11.30 A. M., 1.30, 2.30, 3.30, 4.30, 6.30, 7.30 and 8.30 P. M.

Fares for Round Trips.

Hotter's,	15 cts.
Surf-side,	35 "
Three tickets,	\$1.00

Special rates to Picnic parties and Sunday Schools.

P. H. FOLGER, Sup't.

At Surf-side.

The great attractions at Surf-side the past week have been the band concert on Friday and the swimming exhibition by Capt. Webb on Saturday. As the poet says, "Music has charms to—" draw a big crowd anywhere, hence the announcement that Hill's band would be at Surf-side Friday afternoon was the signal for a general stampede to the railroad station immediately after dinner. On the arrival of the steamer at noon the band, preceded by Clark, with two flags waving above his head, proceeded to the Bay View House, where dinner was served, then march to the cars in a similar manner. The affair at Surf-side was essentially a repetition of the one given a few weeks previous—out-door concert in the afternoon and promenade concert in the depot during the evening, ending with a grand ball.

Ere the crowd had begun to disperse in the afternoon "flyers" were distributed announcing that Capt. Matthew Webb, the world-renowned swimmer would be at Surf-side and give an exhibition in the surf the following afternoon. The band was induced to stop over, which lent additional attractions. After dinner Saturday the members of the band were treated to iced lemonade by Mr. E. K. Godfrey, and in acknowledgement, tendered him a serenade, playing several fine selections. They then marched to the train and the exodus from town began. Each train went out loaded until 4 o'clock, the time announced for the exhibition, while hundreds drove out in carriages and not a few "footed it" from town to see the "champion swimmer" who had won world-wide notoriety by swimming across the English Channel and by other feats remarkable for execution or endurance. Shortly after 4 o'clock Capt. Webb entered the water accompanied by Messrs. Orville Coffin and Herbert Jones. Of course he easily distanced the other two, swimming with the greatest ease and rapidity on his back or either side and performing numerous antics to the great delight of the spectators. A whale boat had been anchored a short distance off shore in which were erected two ladders lashed together at the top. Capt. Webb ascended these and made a headlong dive. After disporting around near the shore awhile, turning summersets in the water, standing on his head on bottom, and performing numerous other evolutions he came out of the water and the "show" was ended. Mr. John Best, of Stoneham, Mass., subsequently went through with many of the feats performed by Capt. Webb, including the dive from the ladders, which it is claimed he made from two rounds higher up. The railroad company run special trains for three evenings, ending tonight, at 7.30, 8 and 8.30 to afford opportunity to see the moon rise on the water. The fare on these special trains is 20 cents for the round trip.

Since our last issue the sales have been as follows: Capt. Roland F. Coffin, of Brooklyn, N. Y. four lots in block 218; R. N. Flagg, M. D. Yonkers, N. Y., four lots in block 205.

AUG 31 1882

JUL 22 1882

SURF-SIDE MATTERS.—The surveyors who have been at work at Surf-side for the past fortnight, completed their work for the present last Thursday, having surveyed the land near the bank to the distance of a mile east of the depot.

The Surf-side Company have laid out a fine road-way along the whole shore front, south of the Railroad and following the course of the track, as far south as "shearpen corner," where it will cross the track and be extended to meet Atlantic avenue at its present terminus, the whole road to be known as Atlantic Avenue. A branch from the road, which will join it near its intersection with the railroad track, will continue along the edge of the pine grove to the eastward, and down what is laid out on the new plot as Central avenue, to the site set apart for the hotel.

We are officially informed that sixty house-lots have been already disposed of, on six of which, cottages are guaranteed by the purchasers before another season. One party, who has purchased ten lots, agrees to put up a handsome cottage each year until all his land is covered.

Work will be commenced upon a cottage of very attractive style as soon as the contracts can be completed, which, it is thought, will be done in the course of a few weeks.

AUG 12 1882

A Gala Day at Surf-side.

Surf-side on Thursday afternoon was as lively a spot as one could well wish to see. The weather was charming, and the hundreds of pleasure-seekers who gathered there, bent on an afternoon's enjoyment, wore smiling faces and were evidently as happy as they could wish. Everybody, so to speak, was there; the aged grandparent guiding the tottling child; the middle-aged, intent observers of the brilliant scene; youth in all the different phases of beauty and dress; and the romping children. All these people were attracted by curiosity and the announcement of an open-air band concert, and the throng kept swelling with each outward train over the Nantucket Railroad. The crowd started early, and "kept coming" late. The Railroad Company did all in their power to accommodate their patrons, setting aside their schedule time, and making trips as rapidly as they could with perfect safety, each train carrying a full load over to the scene of popular enjoyment. The little locomotive *Dionis*, since her advent here, has never been called upon to pull so large a company, which far exceeded, in point of numbers, the gathering of the numerous Coffin family at the same place about a year since; but she performed her work very satisfactorily until midnight, not a thing occurring to deter in any way the many trips she was obliged to run.

The first large transportation of passengers for the day was immediately after the arrival of the excursion steamer *Monohansett*, a large number of the three hundred passengers going out to enjoy the clambake prepared by Mr. Patterson. The *Island Home*, which did not reach her dock until after 1 o'clock, brought Hill's New Bedford Band, which marched directly to the train, and after discoursing some excellent music, were taken to Surf-side, where they dined. Their arrival seemed to be the signal for a general stampede, and the grounds about the depot at the shore soon took on the animated appearance of which mention has been made. It was indeed a gala afternoon. The surf breaking at the base of the long bluff, afforded sublime pleasure to the large concourse gathered on the beach—eager observers of the tossing billows; the choice selections discoursed by the band throughout the afternoon lent its charm to another larger company, while "all along shore" were merry groups, and couples to whom, perhaps, groups would have been a bore. Thus the afternoon passed, until the later hours called many faces homeward; but numbers remained to enjoy beach lunches, and the programme laid out for evening, which included a promenade concert and hop in the depot building. The concert opened at 7.30, lasting until 9.30. Every selection was performed in a manner that won the encomiums of those present. Hill's band was never in better trim, and its reputation has not diminished a bit since its performances here on Thursday. There was a large company in the hall, and each train added to the number, that outside increasing, of course, the more rapidly. At 9.30 Hill's Quadrille Band struck up for the opening dance, and merry feet were soon tripping to the enlivening strains. The occasion was one of rare enjoyment, the party being made up from among the best people upon the island. It was nearly midnight ere willing feet withdrew from the scene of pleasure, to take the last train in for home, all being loud in praise of the excellent music and prompting furnished for the occasion. The floor was very ably managed by Messrs. Alexander M. Myrick, Orville Coffin and J. B. Riddell.

It proved a bonanza day for the Railroad Company, about 2300 people being transported over their road; and not one of the company, we will wager, will disagree with us when we say that all interested in providing such an excellent entertainment and ample facilities are entitled to profuse thanks and general congratulations.

It was the biggest and best yet at Surf-side! Another treat is contemplated in about two weeks of a similar nature, of which due notice will be given; and promises of more exquisite arrangements another season are already among the official reports.

JUL 29 1882

ACCIDENT.—Miss Isabelle A. Orr was thrown from her carriage at Surf-side, Saturday, while alighting, the horse being startled by the locomotive whistle. Miss Orr was uninjured, but the horse ran, the wagon colliding with a post near the Surf-side station, damaging it slightly.

AUG 5 1882

REAL ESTATE SALES.—The sale of a house lot on Sherburne Heights has been made this week to a New York party.

We understand that the brass foundry property on the south beach has been sold to the Nantucket Railroad Company, who will convert it into an engine and car-house as soon as practicable.

Mrs. Eliza T. Clark has sold to Mr. David W. Burgess a piece of land in the rear of her residence on Pearl street, with the barn standing thereon.

SEP 2 1882

SURF-SIDE.—Last week, Friday, was a gala day at Surf-side, the New Bedford Band performing some excellent selections during the afternoon and evening concerts, and the quadrille band playing for a corps of merry dancers who attended the hop. The trains were crowded throughout the afternoon.

The following day, Capt. Webb gave an exhibition of his swimming powers, in which he showed himself a perfect master of the art. His gyrations were witnessed by a large concourse of people, whose only objection was that the exhibition was not long enough. Travel over the road was even larger than on the preceding day.

OCT 28 1882

RAILROAD MATTERS.—Schooner Maud Webster arrived here on Monday with lumber and piles for the steamboat dock extension of the Nantucket Railroad, and the survey has been made and the work of driving the piles commenced. Instead of a direct line across the dock, the road will make a curve, connecting with Steamboat wharf near Mr. C. E. Snow's fish-packing establishment. Mr. Stansbury, the engineer, has the work in charge, and will hurry matters along, that the Surf-side Company's new hotel may be landed upon the cars direct from the vessel at this point.

Schooner Lillie Ernestine has left for New York under pilotage of Capt. Thomas Brown, to bring the iron and cars recently purchased for the road. The cargo will be landed at Straight wharf, taken thence to the crossing at Main street, placed upon the platform cars and taken to Surf-side for the extension to Nobadeer.

The terminus of the road will be at Steamboat wharf, where the company will establish its headquarters.

JUN 9 1883

PREPARATIONS FOR THE FOURTH.—The Nantucket Railroad Company are making preparations for a grand time at Surf-side on Wednesday, July 4, with music, speeches, dinner and fireworks and a grand ball at the Surf-side Hotel in the evening. It will excel in many ways the occasion of last year. It is the intention to have a band of music for the occasion. The company have the roadbed and rolling stock in excellent repair, and everything looks favorable for a prosperous business.

JUL 28 1883

EXTENDING THE NANTUCKET RAILROAD.—The question of extending the track to 'Seonset by next season is seriously agitating the minds of the officers of the Nantucket Railroad Company, and the question of the extension is one of the likely probabilities for the coming fall, and spring of 1884. Many property holders in 'Seonset, who were adverse to the road entering the village, desiring the quiet isolation should be kept up, have leaped over the fence, since so many of the tenants clamor for more rapid communication with town, and now warmly advocate the advent of the Dionis.

JUN 9 1883

RAILROAD NOTES.—The early summer time-table of the Nantucket Railroad will be issued next week.

Work was commenced Thursday on the Steamboat dock extension of the road, laborers from abroad having been imported by the management to work in the gravel pit. It is the purpose to have the road completed to Steamboat wharf in readiness for this season's business.

NOV 24 1883

RAILROAD MATTERS.—Superintendent P. H. Folger and Mr. J. H. Norton, Treasurer of the Nantucket Railroad, have been in town this week looking to matters pertaining to the extension of the road to 'Seonset. They report a cargo of sleepers now en-route for this place from an eastern port, with other loads to follow. They propose to have everything completed in season for the summer of 1884.

JUL 7 1883

RAILROAD NOTES.—The Railroad Company are to have a baggage car built.

Work upon the Steamboat dock extension will shortly be resumed, and pushed vigorously forward.

A depot building is to be erected on Steamboat wharf as soon as the carpenters can be spared from Surf-side. The lumber for the building is here.

Hill's New Bedford Band will be at Surf-side on or about the 17th inst. Arrangements are being perfected for a good time, the details of which will be duly announced.

JUL

1884

Nantucket Railroad.



ON and after June 15th, until July 1st, trains will run to Surf-side and way stations as follows:
Leave corner of Main and Candle Streets daily at 10 and 11 A. M., 2, 3, 4, 5 and 7 P. M. Returning, leave Surf-side at 10.30 and 11.30 A. M., 2.30, 3.30, 4.30, 5.30 and 7.30 P. M.

Fares for Round Trips.

Hooper's,	- - - - -	15 cts.
Surf-side,	- - - - -	35 "
Three Tickets,	- - - - -	\$1.00

Special rates to Picnic parties and Sunday Schools.
J. H. FOLGER, Supt.

JAN 12 1884

HEAVY SURF.—The surf of Wednesday at the south side of the island is reported to have been terrific, even surpassing that at the time of the wreck of the Newton, and producing more serious results than any rage for years. The whole line of the shore gives evidence of its terrific fury, hills and bluffs having been swept away wholly or in part, while the Surf-side bluff was cut down in an alarming manner, in one place having been washed away to within twenty feet of the railroad track. The surf of August 29, 1883, wrought less damage than that of Wednesday, inasmuch as its force was checked by an adverse wind, while the gale and surf on this occasion united forces and thus created sad havoc. But few witnessed the sea on this occasion, but from those who were eye witnesses we learn it was an awe-inspiring scene. A few such rages will obliterate the present site of the railroad track, beyond a question.

MAY 14 1884

BY RAIL TO 'SCONSET.

The railroad track is being extended eastward day by day from Surf-side towards 'Sconset, with a fair prospect that the month of July will witness the completion of the work and full connection by steam between the town proper and that quaint little suburban village. The standing joke of a generation ago, when scarcely anyone believed that it could ever be any more than a joke, is soon to become a real live institution. 'Sconset may be called our own watering-place and summer resort, for even in the busy commercial days, when summer was the busiest season of all, our merchants and retired sea-captains appreciated its advantages as a spot sacred to rest and comfort, and found delight in having a little villa of their own where they could spend a certain portion of their time in the warm season. But till within a very few years the charms of that unique locality were scarcely known to any but natives of the island, while the increased facilities for travel to the cities and towns on the continent had tended to leave 'Sconset and all its beauties to be enjoyed only by the few who made their permanent homes there and labored hard both by sea and land for a frugal living. The quiet routine of their lives was only varied occasionally by the coming and going of a few young folks on a picnic, and by some temporary addition to the population when the fishing season was on.

But a marvellous change has come over 'Sconset and the dwellers therein. Strangers have come within their gates; men and women from afar off, even from the cities of the Great West, who have the means and the leisure to make summer a season of enjoyment, and the beautiful village has found favor in their eyes. They have fraternized heartily with the old 'Sconseters, and the association has been one of mutual pleasure and advantage. Property has risen in value, the old cottages have been renovated and beautified, many new ones have been erected, including not a few

JUL 5 1884

TIME TABLE.—The regular summer time table of the Railroad Company has not yet been issued, but we have secured from the superintendent a copy, which is presented for the benefit of our readers:

FOR 'SCONSET.—Trains will leave depot on Steamboat wharf for 'Sconset at 5.30, 9 and 11, A. M., 12.45, 2.30, 4.10 and 7, P. M.

Returning, leave 'Sconset at 6.15, 9.45, 11.45, A. M., 1.30, 3.20, 5, and 7.50, P. M.

FOR SURFSIDE.—Leave at 5.30, 8, 9, 11, A. M., 12.45, 2.30, 4.10, 5.45, 7, and 8.45, P. M.

Returning, leave Surfside at 6.30, 8.20, 10.05, A. M., 12.05, 1.50, 3.40, 5.20, 8.10 and 9.10, P. M.

The Sunday trains will be announced later. Outward trains will not stop for passengers at either Main or Washington street crossings.

JUL 5 1884

The following letter will explain itself:

COMMONWEALTH OF MASSACHUSETTS.
IN BOARD OF RAILROAD COMMISSIONERS.
JULY 1, 1884.

The Death of Thomas Hall,

June 18, on the Nantucket Railroad, has been investigated by the Board, who find that he was carelessly riding on a construction train seated on the rear of the tender, with his feet resting on the forward part of the first car; and that upon the breaking of the coupling pin he fell, and was instantly killed by the passage over him of two flat cars loaded with rails and sleepers. He was a laborer on the road, and like other workmen he had been warned against this perilous way of riding. He was in a place where he could not be seen by the two engineers in charge of the train, who did all that could be done with safety to stop it after the accident. The breaking of the apparently sound pin, which was furnished by a careful maker, was something that could not have been foreseen or prevented. Such accidents will and must occasionally happen. No blame attaches to any employee or to any one connected with the management. The sole responsibility rests with the victim, who for the sake of a little comfort was willing to risk his life by taking a position against which he had been warned, and which he must have known, even without warning, to be most dangerous.

This is not the only recent casualty which shows that men will run great risks for very slight objects, and that they will incur dangers on the track of a little railroad which they would avoid on a larger one. The Commissioners hope that the laws of prudence and the law of the state, which forbid the use of railroad tracks as a place for walking, playing or lounging, will be regarded by the good sense of the people, before their importance is enforced by another fatal casualty in Nantucket.

For the Board,
THOMAS RUSSELL, Chairman.

MAY 24 1884

THE RAILROAD.—It is gratifying to announce the excellent progress which has been made in extending the railroad track towards 'Sconset, the fine weather of the past week having permitted almost uninterrupted work. We yesterday rode over the line, which was then laid to Toupche pond, or a distance of two and three-quarters miles from Surf-side Hotel. The road-bed had been extended about a quarter of a mile beyond that point, and by to-night will have reached the Forked pond humane house, should the weather continue favorable. About a half mile east of Forked pond the road will be carried to the beach, which it will follow to 'Sconset. Without question the worst part of the work has been accomplished, and the remainder of it will be done in much less time. Mr. Stansbury, the engineer, is acting as road-master, and as far forth as we are able to judge, is having the work performed in a tip-top manner, and will have Nantucket and 'Sconset connected by rail by July 4. As yet the new portion of the road has not been "lined up," as it is the company's desire to get the iron laid, when the minor details of the building can be quickly finished. With the present force the work already done is surprising, and gives evidence that the company means business. It will be a charming ride, as the water view is unbroken from Surf-side to the eastern terminus.

JUL 5 1884

OPENING DAY.—The track of the Nantucket Railroad is laid to its terminus at 'Sconset, and after inspection by the State officials will be opened to travel, next Tuesday, July 8, being fixed upon as the time for public exercises in honor of the completion of the work, which will be held at the Ocean View House, 'Sconset, including a grand dinner, speeches, and music by the Mechanics Band. At 12.30 o'clock the gilded spike will be driven by William D. Clark as a finishing touch to the work. At 1 o'clock dinner will be served, followed by addresses and music at 2, P. M.

It is a source of disappointment to the management that yesterday could not have been the day for honoring the event, but the road was not in proper condition, necessitating fixing the date later. We doubt not that a large number will avail themselves of the opportunity to make the trip on the opening day. It will be found one of the most delightful rides in these parts.

Trains will be run every hour and a-half during the day, and the fare has been fixed at 80 cents for the trip to and from 'Sconset. Five round trips, \$3.50.

NANTUCKET AND 'SCONSET.

IMPRESSIVE EXERCISES COMMEMORATIVE OF
THE COMPLETION OF THE NANTUCKET RAIL-
ROAD CONNECTING THE TOWN AND HAMLET—
DRIVING THE GILDED SPIKE—MUSIC BY THE
MECHANICS BAND—TRIBUTES TO THE DESERV-
ING.

In local history the facts incident to the celebration of the completion of the Nantucket Railroad between Nantucket and Siasconset, on Tuesday, July 8, 1884, will occupy a place. It was the celebration of the completion of an important project to the place in the face of every conceivable obstacle, and can be scored as another setback to croakerism. Only to those who have successfully carried out the work can the difficulties and perplexities which have beset the iron pathway ever be fully known, but their reward comes through the final success, and they can safely smile. Disappointments have been numerous, none being greater than the necessity of postponing the opening day beyond the Fourth of July, but this proved no drawback to the interest of the occasion.

Despite the threatening weather of Tuesday, the outward trains were all well filled, and it is safe to assert that upon the arrival of the first afternoon train at the base of Sunset Heights bluff, there was gathered in ancient Sconset the largest concourse of people the "bank" ever held, drawn there by curiosity and public-spirited enthusiasm, and doubtless the number would have been greater but for the inclement weather.

As Mechanics Band alighted from the cars, a lusty cheer went forth, and as the band fell in, indefatigable, patriotic and smiling William D. Clark, with gilded mall and spike, took his position in the van, and led the way to the last tie, where amid a sudden burst of sunshine and

TO THE TUNE OF "YANKEE DOODLE"

he settled the golden spike into its wooden bed, Master Ray Barnum, a son of Gen. Barnum, of New York, waving an ensign meanwhile, while the plaudits of the crowd went up in a prolonged cheer. It was an inspiring occasion, and the gray-headed residents of Sconset, who stood with arms akimbo, stoical witnesses of the innovation upon their peaceful quiet, caught up the enthusiasm and patted their palms as lustily as any.

This part of the programme concluded, the crowd adjourned to the lawn in front of the Ocean View House, where a selection was finely rendered by the band (and here let us state that it was their first public appearance after but a few months' practice), which was heartily applauded. After prayer by Miss Louise S. Baker, a sumptuous dinner was served to invited guests and others who were disposed, in the spacious dining room of the hotel by landlord Coffin, who had everything first-class. Literary exercises followed the repast, the speakers occupying seats on the front piazza of the hotel. Mr. Arthur H. Gardner, who presided, addressed the assembly briefly, congratulating the management on the success of their project, referring to the annual celebrations that had been held, each marking an important step in the progress of the work, concluding by introducing as the first speaker,

mention the other miles of shore by the sea and by lakelets.

I love Nantucket and her people—her lore, her traditions, her history and her renown. Every street and lane which my juvenile footsteps traversed—every schoolhouse and church I have been wont to attend—every pond and swamp, hill and valley is as dear to me now as when I first roved among them in the freshness and buoyancy of youth. The swamp apple sends forth the same delicious fragrance it did when I drove cows to pasture ever-so-many years ago; the cranberries look first as green and then as red, and the ripe huckleberries as black, as when I gathered them without a thought of the morrow. The restless waves of old ocean even now bring music to my ears. And, amid all these thoughts that come trooping to my mind, I feel that I love Nantucket better than ever; and, perhaps, better appreciate her charming resources because the best portion of my active life was passed among other scenes. Nantucket people, in times past, have been wanderers all over the globe, and now the people from all parts of the country seem to be flocking to our island in search of recreation and repose, and they bring with them, I estimate, half a million of dollars annually, and some of it remains here in circulation. There is enough of the ancient Nantucket spirit left to secure them all a hearty welcome.

No great truth was ever born to the world without pain and labor on the part of the one that gave it birth. No great enterprise has ever been projected that has not encountered doubts and fears and fierce antagonisms from those who have subsequently been benefited thereby. The Nantucket Railroad has experienced its full share of obstacles, and, notwithstanding, has made success a certainty. I congratulate the management upon this success. The operations on the road have caused a large amount of money to be expended here, and it has gone into the varied channels of trade. Almost every kind of business has been benefited by its expenditures, and its continued operations will cause continual expenditures to be made. It must prove a public benefactor, as long as the present business of Nantucket continues. And while its financial success must depend largely upon its prudent and discreet management, the indications are altogether favorable for dividends at an early day.

Hon. William R. Easton was next introduced as one who had witnessed the ups and downs of Nantucket, but had lived to see her resuscitated, and was present to assist in the pleasant celebration of the hour. He spoke as follows:

Lord Byron, on a certain occasion, said to one of his contemporaries, "Medwin gin and water is the source of all my inspiration." Now, if the intellect of Byron required gin and water to bring out its brilliancies efficiently, what are we to fire up with, in this quiet, cool, comfortable, and sleepy atmosphere, where Wannacomet water is the principal beverage? I can tell you, my friends, what animates and stimulates us on this interesting occasion, and that is the happy completion of the Nantucket railroad to Siasconset, the most attractive spot of all the out of town places, (and there are many) on this little isle of the sea.

As early as about the commencement of the present century, its attractive features were appreciated by visitors, and its praises pronounced in poetry, in prose, and in song. An Orthodox minister sojourning here, notwithstanding the strictness of his sect, who were ever clamorous for proselytes, and strict in the discipline of disciples, not permitting any kind of revelry, nor indulgence even in the singing of songs, not spiritual, was so charmed with Sconset, that his harp was involuntarily attuned anew, and sent forth its music in poetic, dulcet strains, with the spiritual left out, thus—a few stanzas occur to me:

"Wide in the East on Nancy's Isle,
Where roars the loud surf louder,
Ascends to view the happy villa
For freedom famed and chowder.

Its pump the lymph oblivious poma
To drown despite and treason;
Its purer air at once restores
To liberty and reason.

When erring virtue asks excuse,
'Tis free good-nature grants it;
And that which else would be abuse,
Is winked by laws of Sconset."

The first railroad, I think, was that of Manchester, England, the second that of Quincy, Massachusetts; with these beginnings, the first for the transportation of coals, and the second of granite, we have gone on conquering and to conquer, until nearly the whole of our vast domain is netted with railroads, and the proprietors of the Nantucket Railroad have exhibited great sagacity in persevering to completion what I doubt not will prove to be a necessity to the increasing prosperity of Nantucket. May a full measure of success attend this laudable enterprise. The good-will and thanks of this community they are richly entitled to, and are now receiving.

Edward F. Underhill, Esq., of New York, was called upon, and responded in the following happy vein:

Ladies and Gentlemen:—In responding to the

lage in which they had found rest and health. They predicted for Siasconset a future which promised more than others had dared to entertain in their thoughts, and much less express. Their words were not idle conjectures. They proved their faith by their works. They bought land, and in less than three years new structures, half as many in number as had been erected in 150 years, have been reared, and are the summer homes of their owners or are transient residences of visitors. And the end is not yet. To-day the only needed means of bringing Sconset to the extensive notice of the people from the mainland has been completed. Men of nerve and enterprise have hazarded their reputations and their capital in a project which, as we have heard to-day, was seriously entertained by an eminent man on this island forty years ago, and whose vision, could it have spanned the future, would have seen the fruition of what was then regarded but a dream, in the scene we have witnessed this day. Henceforth, each season, twenty people will come to the bank and view the waves as they beat upon our shore, where one has come to us in seasons past. We have already seen the result of the faith of men embarking their means in this little neglected corner of creation. For two years not a man in Sconset but has had employment, if he desired, winter and summer, spring and fall, and at remunerative pay. The neighboring soil has given up its richness in the increased production of those things needed for table, and has found a ready market at better prices than ever realized before. Mechanics have ceased living from hand to mouth, and have found it easier to pay their debts, and some have discovered that it is quite as easy not to get in debt at all. To Norton and Coffin and Folger and their confederates, who have dared, almost without encouragement, to risk their means in the enterprise, we owe a debt of gratitude. It was at the best problematical. Now it is an accomplished fact, which will change Siasconset from a mere geographical point on the map of New England, to a beautiful and charming village, known to the sight of many thousands of families, and with a yearly expanding reputation as the place on the coast, above all others, where the energies of overworked men and women may be renewed by rest and recreation. [Applause.]

Dr. Arthur Elwell Jenks, who was the last to speak, was heartily received, and made a forcible and eloquent address, sparkling with local hits that were warmly applauded. He said:

Mr. President—Ladies and Gentlemen:—There is nothing that succeeds in this world, in a worldly-wise sense, like success. I know of no mechanical triumph that has not had its opponents. I recall no one man of our century, or of any other, prominent in trade, profession or politics, or foremost in any of the humanitarian movements of his time, who has not had his traducers. Why, there are some people—you and I know them well—who imagine themselves delegated to take up this man and say of him: "He may succeed, possibly, if we help him;" or to declare of that man: "He shall not succeed, if we do not help him!" Of all the miserable failures in this world, these self-constituted umpires of other men's accomplishments, are the most miserable. Any man or woman worthy the name, with a grand life-purpose in view, cares as little for such people as Longfellow's village blacksmith, while he stood by his blazing forge, cared for the moth-miller. Theodore Winthrop, author and soldier, whose manly life was yielded up, a costly sacrifice for country, in the war of the rebellion, has said in one of his most readable books, that the croaker serves his day and generation; never positively harmful, always eminently troublesome.

I recollect now a somewhat humorous story that is told of a small-sized, choleric, half-pay British officer who went storming up and down the platform of a Swiss railway station, finding all manner of fault with the management. His wife, one of those demure, quiet little bodies, so like a balance wheel to a Swiss watch, approached him, and laying her hand gently upon his shoulder, she said: "My dear, don't you think it possible that you may be a little wrong yourself?" "Zounds!" he shrieked, with an oath; "I know I'm wrong, and that is what makes me so mad!" The opponents of this railroad scheme, and of the credit of this celebration, know that they are wrong and that is why they are so vexed. But we are glad of this success, and are here to offer our congratulations to the managers of the Nantucket Railroad, in this unique event.

All kind of obstacles have stared them in the face from the beginning to this glorious end. They have surmounted them all. I do admire the perseverance and dogged tenacity that have characterized the officers thus far. Starting from the steamboat landing in Nantucket town, the iron rails first span the dock, where, half a century ago, the noble men of our island home—representatives of her pristine vigor and renown—stood and watched the out-going and in-coming ships—those qucer, staunch vessels commanded by as sturdy and reliable a set of men as ever trod the earth! The railroad then creeps across "the creeks;" actually leaps the Goose Pond, which, it was predicted, no man could bridge; onward over the fair, fragrant moors, to the sweet shoreland at Surf-side; thence through Nobadeer valley; past Tom Never's Head, down to the flinty strand winding to the

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sembly briefly, congratulating the management on the success of their project, referring to the annual celebrations that had been held, each marking an important step in the progress of the work, concluding by introducing as the first speaker, Allen Coffin, Esq., who said:

Mr. President, Ladies and Gentlemen:

The last spike has been driven in the track of the Nantucket Railroad. It was not the first last spike that has been driven, neither will it be the last; for the last first spike in the grand universality of railway systems has not yet been dreamed of. The first iron spike of the Nantucket Railroad was driven June 1st, 1881; but the first intellectual spike for this railway, whose consummation we this day celebrate, was forged in the fertile brain of an honored son of Nantucket, and hammered out upon the anvil of Nantucket's faith and hope in the eternal progress of the world, nearly forty years ago. It is a part of our history that a survey was made by a civil engineer for a railway to Siasconset, under the direction, and, I may say, inspiration, of the late Judge Edward M. Gardner, nearly forty years ago. The route then proposed, however, was not by way of Surf-side, for that romantic and health-giving resort had not then been discovered, save by the fishers' tribe and stranded mariners, who read upon the lonely boat-house the humane direction preceding the painted hand with its index finger pointing—"Strangers in the fog or snow, there is the road to town." What a prophecy was that, as we contemplate it now, through the dim vista of forty years—a period of time corresponding with the period the children of Israel were wandering in the wilderness ere the Promised Land was reached. The prophetic utterances of Judge Gardner have their fulfilment to-day. He made figures to show that a railroad to Siasconset would pay. Many people laughed at the project and sneered at the figures. But the project survived the jeers of opponents, and has passed through the dark domain of experiment, emerging into the full light of triumphant fact. How very little encouragement the management of this railroad has received from the general public of Nantucket, the world may never know. How much opposition, discouragement, lack of confidence, and ridicule has been placed in the way of the road, only those who had the pluck and the patience, and have struggled on through unspeakable trials, through tedious days and wakeful nights, shall know.

Before the Wannacomet Water Works—before the organization of a gas company—before the Bakker's Camels were built—before the keel of the first ship constructed on the island was laid—before the first lighthouse on the American coast was lighted, sending its beneficent rays of hope to the returning mariner—before the first pamphlet was printed against chattel slavery in America—before the first ship had flung the American ensign to the breeze in the English channel—there were noble, brave, and true-hearted men in Nantucket. They came here principally from 1651 to the close of the 17th century, and left a goodly heritage. But they have not ceased coming yet; and, in view of this fact, the rational mind may rejoice, and the faint-hearted thank God and take courage. With a faith as sublime as that of the great Law Giver, who struggled through Egyptian darkness, and with courage as undaunted, Messrs. Folger and Norton and Coffin, re-enforced and sustained by that most eminently practical engineer, Stansbury, who threw into this work his whole soul—the promised land of Siasconset has been reached by rail.

"God hath his mysteries of grace,
Ways which we cannot tell;
He hides them deep, like the secret sleep
Of Him He loved so well."

I will no longer retrospect. The future is ripe and laden with golden promise. You cannot reap where you have not sown, nor garner what is not your own. There is, I believe, a glorious future for Nantucket. Many people regret the decadence of the whale-fishery, and I confess to a moderate share in such regrets. But there is more taxable wealth on Brant Point to-day, than was ever there represented by the whaling industry in its palmiest days. And this wonderful transformation, which we there behold, is the result of the stern and inexorable logic of events.

"The fixed decree, which, not all Heaven can move,
Thou, Fate, fulfill it, and yet Powers approve."

The Nantucket of the future must be very different from the Nantucket of the past; and, in recognizing this fact, I have no regrets, for I believe in the eternal progress of man, and the everlasting fitness of things. I should as soon think of donning the worn-out home-spun garb of my ancestors with the expectation of making myself presentable to this cultured assembly, as to revel in the thought that the oar and the harpoon professed the acme of human attainments for the rising generation of Nantucketers. Why, the world has changed since I was young. Men even go whaling now by steam, and capture leviathans by aid of whaling-guns and bomb-lances. There are yet miles of ocean-bound Nantucket lying along the line of this very railroad, all undeveloped, inviting the denizens of interior continental cities to come and make themselves summer homes, not to

of this community they are richly entitled to, and are now receiving.

Edward F. Underhill, Esq., of New York, was called upon, and responded in the following happy vein:

Ladies and Gentlemen:—In responding to the request to participate in the celebration of an event so important to Siasconset, I labor under peculiar embarrassments. I was only notified within half an hour that I was to be a part of the funeral, and now that my turn has come, I feel that I am to act the part of the corpse. [Laughter.] I am like the Frenchman, who, after years of study had prepared for the press, as he supposed, a profound and exhaustive work on philosophy, chanced to look at the writings of Aristotle, Pythagoras, Plato and other eminent writers of Ancient Greece, and saw that he had been anticipated by over 2000 years. In great rage he said: "Sacre bleu! Zose infernal ancients have stolen my best ideas." [Laughter.] It occurs to me now that it would have been better for me had I told my story first. All I undertook to do was to fill the gaps that other speakers had left, and they haven't left me any gaps! Still, I can speak of personal experiences as a stranger among you. This is my sixth summer on the island, and, as you know, my time has been passed on 'Sconset bank. I came here after two years' suffering from nervous prostration caused by overwork, during which I had but little sleep and only the memory of an appetite. I took a little cottage on the bank where myself and family felt that we would have a maximum of comfort and a minimum of care, however the stay might affect my health. My first week's experience was promising. I slept twelve hours a day. The other twelve I was only sleepy. [Laughter.] As for my appetite, the first day I was able to run the gamut of the bill of fare at the Ocean View House, and thenceforward I got around three square meals a day; for I never flinched until I had successfully wrestled with every dish the proprietor dared to present for discussion. [Laughter.] It was the misfortune of two waitresses to be assigned the duty of serving me at the table. One broke down and went home before the season was half through. The next week I saw an announcement of her death in the newspaper. The other stood it out until the end of the season, and her muscles became so strengthened and toughened by the amount of travelling necessary to satisfy the cravings of my monstrous appetite, that, on her return to Boston, she entered the lists for a six days' walking match, go as you please, and she won the stakes. [Laughter.] But with the landlord—well, my patronage was a matter of serious concern if not of grave solemnity. Day by day he saw his stock of provisions disappear in my omnivorous maw, and was sick at heart as he saw the season's profits slowly diminish under the withering influence of my hunger. Still he accepted the inevitable and with that calmness men exhibit in the sight of death. But the time came when we had to part. The scene I shall never forget. When in solemn and regretful tones I told him that the next year I should return but that I should keep house, he grasped my hand with visible emotion and tremblingly said that he was my friend for life! [Laughter.] I took in the situation. Little did he appreciate me as a living, moving, breathing example of the excellence of his table. The thought uppermost in his mind was that another year he would retrieve the losses my presence had entailed upon him in that. [Laughter.] I tell you it is pleasant to see such exhibitions of tender sentiment in a world in which ingratitude is so often displayed! He told a mutual friend in strict confidence that it was bad enough to have a guest die under his hospitable roof, but it was even pleasant compared with having some persons live under it. [Laughter.] He didn't mention any names, but I caught on to the significance of his statement the moment it was repeated to me. He didn't want any more of my style of invalids. But in five years I have seen changes in 'Sconset as miraculous as that which life on the bank has wrought in myself.

The history of the place you know better than I, for you are familiar with the course of events within your own memories, and have heard others which have been handed down by tradition to your fathers, and have read those which have been preserved in writing or in print. Probably no man can say with approximate certainty when Siasconset may be said to have been established as a fishing stage, and much less when it ceased to be that and became a village. But the best information obtainable is that, as a village, it is 150 years old, and that portions of some of its dwellings, which had been removed from Sesacacha, can count 200 years. A century and a half was required to make it a place of 80 habitable houses, and for near a quarter of a century little or no progress had been made in its enlargement. Indeed, with the dry rot that seemed to have taken possession of the Island, Siasconset, still less than the town, promised a future in which prosperity was to be a part. But there were those from the mainland and a few on the island who appreciated the advantages of 'Sconset bank as a natural sanitarium. They had seen in other places mere sand spits transformed into valuable estates worth hundreds of thousands of dollars, and whose health-giving qualities were not to be compared to those afforded by the little vil-

lages of the coast. It was not until the late Mr. Stansbury commanded by his sturdy and reliable a set of men as ever trod the earth! The railroad then creeps across "the creeks;" actually leaps the Goose Pond, which, it was predicted, no man could bridge; onward over the fair, fragrant moors, to the sweet shoreland at Surf-side; thence through Nobadeer valley; past Tom Nevers' Head, down to the flinty strand, winding its bristling way along, by the shore of the sounding sea, to its present terminus. I conceive the whole to be a magnificent success in its way. The breath of the locomotive mingling with the breath of the emerald ocean, and falling in a rainbow shower of encouragement upon the head of superintendent and officials alike.

Too much praise cannot be awarded Engineer Stansbury for his fidelity in pushing this work to so remarkable completion. In season, and out of season; through storm and shine; battling with this obstacle, and contending with that obstruction, he has nevertheless, in this grand result, won for himself the confidence not only of the travelling public, but that of his employers as well. Honor to whom honor is due! It would be culpable in me to forget the band of working men who have labored so faithfully with the engineer in his arduous task. I respect such men, in whose rough and ready hands the spade and pick are far more honorable implements than the assassin's pistol, or the bandit's knife. These workmen are sharers with us in this interesting celebration. I like to crown them knights of labor. Indeed,

Our country is famed for its labor and gains,
No less than for largess of manhood and brains;
You know the tradition concerning Pike's Peak;
That is nothing, for listen, and hear our Spike speak!

The rugged old ocean roars out in his glee:
"Great shadow of Neptune! What is it I see?"
In politics, once, Locofoco was votive;
Times have changed, and the tocsin is now Locomotive!

'Tis an age of invention—great epoch of steam!
For the sea-gull's we have the fierce engine's wild scream!
Innovation! Ah, no; 'tis the popular thing;
Dionis is Queen, and our Philip is King!

The selections rendered by the band at the conclusion of each speaker's remarks were well received, and there were many complimentary remarks made upon the quality of the music.

Cheers were given for the Railroad Company, the management, the band, engineer Stansbury and mine host Coffin, of the Ocean View, when the crowd dispersed in various directions.

Several of the cottages were decorated in honor of the event, that of Mrs. S. J. Clute being adorned with flags and lanterns. William C. Swain, Esq., also made a display of flags, and bunting floated from the residences of Mrs. S. P. Reynolds and Mr. R. B. Coffin, the Atlantic House, and other places. During the evening a pyrotechnic display was made in front of the residence of Mrs. S. J. Clute, comprising some very handsome pieces.

The road is as yet a trifle rough, but this is to be expected on a new line, and does not detract from the delightfulness of the ride along the surf-washed shore, with a charming view on the other hand of the unbroken stretch of commons, while the scenery between Tom Nevers Head and Siasconset village is strikingly picturesque.

The most hearty congratulations of the INQUIRER AND MIRROR are tendered the company upon the success that has attended their efforts.

Mrs. CHARLOTTE PEARSON, an enterprising lady of Nantucket, has shown great business capacity during the last two years in successfully carrying out her plan of putting up three cottages on the cliffs of that Island, and completely furnishing the same, with a view to renting them to summer visitors. Exceptional ability has been manifested in the fact that she has managed the work herself in all its details, against disadvantages which would have discouraged most men.—*Woman's Journal.*

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RAILROAD NOTES.—From Superintendent Folger we learn that trains will commence to run on Monday, June 15th, leaving depot on Steamboat wharf at 9, A. M., 2, P. M. and on arrival of evening boat. The regular summer time schedule will be issued about July 1st.

Engineer Stansbury expects to leave here for Boston next Tuesday to assist in shipping the new rolling stock, which will arrive in that city on the 10th instant.

Mr. Walter S. Chase will fill the position of conductor on the extra train this season.

A pile of sleepers, property of the Nantucket Railroad Company, was saturated with kerosene and fired by some mean scoundrel last Sunday evening, the flames consuming nearly the entire lot, and causing delay with the road work.

A cargo of sleepers is expected soon.

Nantucket Railroad.



SUMMER TIME-TABLE.

FOR SCONSET.

Trains will leave depot on Steamboat wharf for 'Sconset at 5, 8 and 10, A. M., 12.30 (or on arrival of the boat), 2.30, 4.30 and 7 (or on arrival of the boat), P. M. Returning, leave 'Sconset at 6, 9, and 11, A. M., 1.30, 3.30, 5.30, and 8, P. M.

FOR SURF-SIDE.

Leave depot on Steamboat wharf at 5, 8 and 10, A. M., 12.30 (or on arrival of steamer), 2.30, 4.30 and 7 (or on arrival of steamer), P. M. Returning, leave Surf-side at 6.20, 9.20 and 11.20, A. M., 1.35, 3.50, 5.50 and 8.30, P. M.

SUNDAYS.

Leave for 'Sconset at 8.45, A. M., 12.15, 2.15 and 5, P. M. Returning, leave 'Sconset at 9.45, A. M., 1.15, 3.15 and 6.10, P. M.

Leave for Surf-side at 8.45 and 11, A. M., 12.15, 2.15, 5 and 7.30, P. M. Returning, leave Surf-side at 10.05 and 11.20, A. M., 1.35, 3.25, 6.20 and 8, P. M.

FARE—To 'Sconset, round trip, 80 cents. Five round trip tickets, \$3.50. Children half price. To Surf-side, round trip, 35 cents. Five trip tickets, \$1.50. Children, 15 cents. To Hooper's, 15 cents.

The right is reserved to change the hours of running trains on excursion days and special occasions without notice.

Trains will stop at the Washington and Main street crossings on return trips to leave passengers. No passengers will be taken on at these points on outward trips.

Other trains may be added during the season.

P. H. FOLGER, Sup't.
Nantucket, June 30th, 1885.

JUN 13 1885

RAILROAD NOTES.—The track has been laid to the terminus. The new piece of track must be inspected by the Commissioners before it can be used for travel, though there is but about one thousand feet of new road.

The following will be the time schedule on the Nantucket Railroad, commencing on Monday next and continuing until further notice is given: Trains will leave for Surf-side and Siasconset at 10, A. M., 2 and 6.45 (or on arrival of steamer) P. M. Leave 'Sconset for Surf-side and Nantucket at 11.15, A. M., 3.15 and 8, P. M. Leave Surf-side for Nantucket at 11.30, A. M., 3.30 and 8.15, P. M.

The new engine and car will probably be shipped to Woods Holl from Boston and brought here by vessel from the latter place. It will not reach here before next week.

Mr. Arthur H. Gardner spoke briefly, which closed the exercises, and many repaired to the hotel dining rooms to enjoy a physical feast. During the exercises selections were played by Mechanics' Band, which was engaged for the occasion.

In the evening the "bank" was crowded with people anxious to witness Prof. Wedger's display of fireworks, and there was more Fourth of July in one hour than had been noticed during the entire day. The 'Sconset Road was alive with teams headed for the village, and presented a very animated appearance. The trains brought large accessions of people, and when the pyrotechnic display commenced, there was a very large assemblage to witness it. The night was all that could be desired, and the set pieces, though not large, were really very pretty. The exhibition closed at 9.30. Owing to the fire in one locomotive getting low, the trains were delayed, and it was a late hour before the people were all brought to town.

JUL 11 1885

JUN 27 1885

FOURTH OF JULY.—Next Saturday will be the glorious Fourth, and there is no preparation yet for any celebration, outside of that which the Nantucket Railroad Company will offer. They have engaged Prof. B. M. Wedger, of Boston, who will give a grand fireworks display in the evening on 'Sconset beach. Mr. Wedger is popular in Nantucket, and always gives a tip-top display, and we believe he can again be depended upon on this occasion to present something pretty and pleasing.

THE FOURTH.—The day we celebrated was devoid of unusual excitement. The small boys snapped torpedoes and toy pistols, and even fire crackers (regardless of the law for such acts made and provided) were exploded in public. About town numerous houses were decorated with flags and bunting. At noon the stores all closed, and many took the train for Siasconset, where literary and musical exercises were held at the Ocean View House. An oration was delivered by Rev. Charles F. Nicholson, which was full of patriotic fervor and eloquence; he was introduced by Mr. Arthur H. Gardner, master of ceremonies, and was listened to with the closest attention (owing to its length we are compelled to omit it). Miss Stella L. Chase read the following poem, written for the occasion by Rev. L. S. Baker:

AUG 8 1885

WANTED "THE DOCTOR."—The early train from 'Sconset drew up at Surf-side Wednesday morning, and there was hurrying to and fro to get the baggage on the cars, as the porter was ill and off duty. All this work was accomplished, and the train was just moving away, when an excited individual, his curly locks flying in the air, rushed frantically from the hotel, and shouted to Conductor Chase, "For God's sake send 'the Doctor' out here, for my help's all sick." When the train arrived, Conductor Chase as soon as possible notified a physician, who drove rapidly to the hotel with a satchel of remedies. Upon arrival the physician found he was the victim of a misunderstanding, for the excited hotel man had referred to an occasional employe of the house (who is nicknamed "Doctor") whom he wanted in place of his sick porter. No remedies were required, but the physician would like to know who settles for his visit.

AUG 8 1885

NOT MISCHIEVOUS.—The obstruction of several planks found on the railroad track south of Hooper's station, Wednesday afternoon, proves not to have been a piece of mischief as has been supposed. It appears that permission had been given a party to lay the crossing at the point indicated above, he being engaged in teaming across the track. The planks were laid but not spiked, and in driving across them they were thrown upon the rails. It is a gratification to find no evil was intended.

AUG 22 1885

ILLUMINATION.—Next Tuesday evening, 25th inst., is the date fixed for the second annual illumination at 'Sconset, and if it proves as agreeable and attractive an event as that of last season, there will be general satisfaction. The Railroad Company has arranged with Prof. B. M. Wedger, of Boston, to manage the fireworks exhibition, which, it is promised, will be equal to, if it does not eclipse, that of last year. Upon the residents of the village and suburbs depends the success of the illumination, and it is hoped all will feel an interest to contribute in some manner to make the glow more brilliant.

JUL 31 1886

NANTUCKET RAILROAD.

SUMMER TIME-TABLE.

FOR SURF-SIDE AND 'SCONSET.

Leave Nantucket at 7.50 and 10, A. M., 12.20 (or on arrival of boat), 2.30, 4.40 and 7 (or on arrival of boat, P. M.

Leave 'Sconset at 8.55 and 11.05, A. M., 1.20, 3.30, 5.40 and 8, P. M.

Leave Surf-side 25 minutes later.

SUNDAYS.

Leave Nantucket at 8.45, A. M., 12.30, 2.30 and 4.45, P. M.

Leave 'Sconset at 9.45, A. M., 1.20, 3.30 and 5.45, P. M.

Leave Surf-side 25 minutes later.

Until August 1st, a train will leave for Surf-side and 'Sconset on Mondays, Wednesdays and Saturdays at 4.50, A. M. Returning, leave 'Sconset at 5.55, A. M. On and after August 1st, a train will run daily on above-named hours.

FARE—To 'Sconset, round trip, 80 cents. Five round trip tickets, \$3.50. Children half price. To Surfside, round trip, 35 cents. Five trip tickets, \$1.50. Children, 15 cents. To Hooper's, 15 cents.

The right is reserved to change the hours of running trains on excursion days and special occasions without notice.

Trains will stop at the Washington and Main street crossings on return trips to leave passengers. No passengers will be taken on at these points on outward trips.

Other trains may be added during the season.

P. H. FOLGER, Sup't.

Nantucket, July 20th, 1886.

js17—tf

Fearing that the morning train would not be able to arrive from town, Supt. Folger of the R. R. made arrangements to employ teams to transport passengers in case the train should not arrive within a reasonable time. It did arrive, however, at 9.30, and started on its return trip thirty-five minutes behind time.

At two places on the route, where there were heavy "fills," the track had been slightly interfered with, but was put in order by the employes on the outgoing train.

A slight place near the railroad company's car house was washed out by the rain, and the 7.50 train was delayed slightly.

AUGUST
1886

AUG 27 1887

JUL 12 1887

THE NANTUCKET RAILROAD.—According to reports the Nantucket railroad is in rather a bad fix. The July interest of the bonded debt of \$60,000 was not paid, and the stockholders have now given the road up to the holders of the bonds. The road is some \$16,000 in debt, and it is estimated that about \$20,000 more will be required to put it in good running order. A new passenger car put upon the road last summer has been attached by Brill & Co., of Philadelphia, the builders. Of the two locomotives required to run the road, one had been attached and the other does not belong to the company, it being leased. It is thought by some that the fare to Sconset and return—80 cents—was too high and that it would have been more successful had the charge been 50 cents.—*N. B. Mercury.*

TOWN AND COUNTY.

THE STORM.—Thursday was one of those dark, dismal days that occur in this section each season. There was a strong breeze from the northeast, which, while it did not assume sufficient force to deter the steamer's trip, was nevertheless of a disagreeable nature, being accompanied by a driving rain.

Throughout the entire week there had been a heavy surf at the south side of the island, and this was increased by a heavy ocean swell, until the waves assumed gigantic proportions, making serious inroads upon the bluff from the Surf-side station along to Tom Never's bluff. Near the latter point the waves appeared to exert the greatest fury, and the railroad track was for a space of several hundred feet completely submerged, and trains were delayed, the 12.20 train being unable to return on account of the wash-out. Trains were run during the afternoon to Surf-side, and hundreds of people took advantage of the opportunity to see the raging billows. Shortly before 9 o'clock in the evening the train detained at Sconset reached town, the sea having gone down sufficiently to allow repairs to be made on the damaged section, and at about 9.30 the regular steamboat train went out with mails and passengers, but could not return until 2, A. M., yesterday morning. The gale increased during the night, the wind attaining a velocity of thirty-six miles per hour. A clear sky followed, yesterday, with strong northerly breeze, but the surf remained high, and crowds of people went out on the cars to witness the charming spectacle.



JUL 15 1888

**A LOOK AT THE WRECK OF THE
CANONBURY.**

Mr. Walter S. Chase, the Conductor of the Nantucket Railroad, went off to the wreck of the Canonbury in a dory Saturday afternoon, to adjust the halliards to the mainmast for the banner raising next week. Any one examining the mast through a spy-glass will see a hat fastened to the spar. It is Mr. Chase's *chapeau*. Mr. Chase reports that the wreck has broken in two and that the forward half is entirely covered with sand which has so shoaled up around

Continued on fourth page.

JUL 31 1888

A HOP AT THE DEPOT.

A very jolly hop was given in the depot last night. It had all the dash of a semi-impromptu affair, and more color than a more elaborate entertainment, because many of the men wore their tennis costumes, while there were ladies enough in evening dress, or dress just verging on it, to add the variety of soft hues and tints to the more pronounced colors worn by the men. Of the ladies' costumes of this description may be mentioned Miss Flagg, cream color with lavender ribbons; Miss Beard, cardinal with white; Miss Tillinghast, pale pink with white lace; Miss Hampton, white and pink; Miss Wheeler, pink; Miss Moss-grove, buff foliated with red; Miss Brown, white; Miss Hartley, white. Among those present were, besides those mentioned, the Misses Gavit, Aldrich and Scott; Mrs. and Miss Wood, Mrs. E. A. Kendall and the Misses Kendall, Miss Turley, Miss Atterbury, Mr. and Mrs. A. D. Davis and Miss Davis, the Misses Farquhar and Miss Chit-

JUL 7 1888

NANTUCKET R. R.



ON and after June 25, trains will run as follows: Leave Nantucket for Siasconset at 10 A. M., 2 and 7 P. M., or on arrival of boat. Leave Siasconset at 11 05 A. M., 3 15 and 8 P. M. SUNDAY, July 1st: Leave Nantucket for 'Sconset at 10 A. M., 2 and 5 P. M. Leave 'Sconset at 3 15, 6 15 P. M. On July 2d the regular summer time table will go into effect.

Je23-2t

P. H. FOLGER, Supt.



AUG 8 1888

FLAG RAISING.

The bank and shore were lined with people yesterday afternoon, on the occasion of the flag-raising on the mast of the sunken steamer Canonbury. Two carloads of people went out from town to witness the feat. At 3.30 o'clock a dory containing conductor Chase of the local railroad, Joseph P. Gardner and Florence Folger, left the main bathing beach, and sailed away towards the surging rip. The goal was reached, and soon the lithe form of Mr. Chase was seen climbing the shrouds, flag in hand, one of his companions soon following. It was but a few moments' work, and when the flag—a white banner, 20x12 feet, bearing the letters "N. R. R." was unfurled to the breeze, the people on shore shouted, waved kerchiefs and hats, and indulged in other noisy demonstration over the affair, which had been so successfully carried out.

AUG 22 1888

NANTUCKET, MASS., AUGUST 22, 1888

The Town Crier Knocked Out.

The 11 05 train from Sconset this morning struck the Town Crier at the Main street crossing, as he was posting bills on the west end of E. W. Perry & Co.'s coal shed. Beyond rolling him about in the sand and somewhat demoralizing him for the moment, no harm was done. William thought there was more room between rails and cars than there proved to be.

A horse hitched to a post on Main street this noon broke the bridle, and dashed across the street, damaging a lamp-post, throwing out the occupant of the vehicle, and damaging the carriage.





JUL 4 1891

Mean.

The street railway company has been annoyed by some mean fellow who has placed stones on the track on Beach street several times. Tuesday eve the car struck one of these obstructions and the forward truck was damaged considerably by it, necessitating considerable delay. That personal injury to passengers might result from these obstructions has evidently not entered the narrow mind of the fellow who placed them, but he should stop and consider before he again bars the track that such is liable to occur, and that he is also liable to a severe penalty if detected.

MAY 14 1892

No Railroad.

At the hearing before the Railroad Commissioners in Boston, Friday week, the petition of the Nantucket Beach Street Railway Company, for leave to increase its capital stock, was indefinitely postponed, which means that the electric railroad scheme is put to sleep for this year at least.

SEP 9 1893



LAMENT FOR A FAVORITE LOCOMOTIVE.

AIR: "The Harp That Once Through Tara's Halls"—

O, where is dear Dionis now
And all her festive train?
The headlight on her iron brow
We seek, alas, in vain!
In rows the silent sleepers lie,
No warning toot they hear,
Nor tremble, as she rushes by,
The hills of Nobadeer.

To "Sconset" her beloved mate,
She loaned a rib or two,
A valve, a piston and a grate,
Which left her feeling blue.
Old "Sconset" hobbled out one morn,
And never home came he;
Said poor Dionis, lone and lorn,
"Life hath no charms for me."

Next morning like a lightning flash
She scuttled out of town;
At Nobadeer with one fell splash
She to the deep went down.
They said she only sought to cool
The fever in her blood,
And mistook for a wayside pool
The ocean's raging flood.

Those dulcet strains we loved to hear
Along the Goose-pond shore
Are silent now—alas, we fear
Forever—evermore!
Oh, cruel irony of fate
That such a road may rust,
And all the frogs may hibernate
Beneath the drifted dust!

O, flagman by the Goose-pond shore
Your banner waves in vain;
For you shall greet O, nevermore,
Dionis and her train!
Be yours a heartfelt sympathy
For strangers at our gate
Who in the station mournfully
With season tickets wait!

And when the doughty Wilham D.
Says "Go-o-o and see the surf!"
A mighty host will eagerly
Go tramping o'er the turf.
And as with disappointed glare
They find it simmered down,
O, fancy them with injured air
Come trudging back to town.

Still oft on moonlit summer night
May dreamers hear again
Dionis, as in spectral flight
She scuttles o'er the plain.
From lonely hills of Nobadeer
Reverberate once more
Those witching strains we loved to hear
Along the Goose-pond shore.



APR 22 1893

AN ELECTRIC ROAD.

Supt. Macy Says "Work will Positively
be Commenced at Once."

Just before going to press, we received a dispatch from Mr. T. G. Macy, who with Mr. J. F. Simmons, were at Woods Holl and expected here last evening, saying "We positively commence building at once," which is construed to mean that the steam road is to give place to an electric road between town and Sconset.

Gone to the Senate.

The bill reported in the House by the Committee on Street Railways regarding the Nantucket Beach Street Railway, has passed the lower branch and been sent to the Senate for concurrence. We present the bill in full below, that the public may be fully informed concerning it:

AN ACT

To change the name and extend the powers of the Nantucket Beach Street Railway Company.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

SECTION 1. The name of the Nantucket Beach street railway company is hereby changed to the Siasconset street railway company.

SECT. 2. Said company may hereafter equip and operate its railway, and any extension or branch thereof, with electricity or any other motive power other than steam.

SECT. 3. The locations heretofore granted to said company by the selectmen of the town of Nantucket are hereby confirmed to said company for its road already constructed, and for any extensions or branches thereof.

SECT. 4. The capital stock of said company may be increased, by a vote of a majority of the stockholders, to any sum not exceeding one hundred thousand dollars.

SECT. 5. Said company may acquire by purchase or lease, land not in the public highway, not exceeding sixty feet in width, for the purpose of constructing its tracks thereon, and may construct its tracks and operate its road thereon.

SECT. 6. Said street railway company may carry freight on its road, or any extension or branch thereof, or act as a common carrier of goods, or contract to carry and carry the mails.

SECT. 7. For any or all of the purposes set forth in this act, and for the purpose of constructing, equipping and operating any extension or branch of its road hereafter constructed, said street railway company may issue coupon or registered bonds not exceeding in amount the sum of one hundred thousand dollars, to bear interest at a rate not exceeding six per centum per annum, and running for a period not exceeding thirty years, and may secure the same by a mortgage on the property, rights or franchises now owned by it, or hereafter acquired, or to be acquired by it. Said bonds so issued shall be first approved by some person appointed by the corporation for that purpose, who shall certify upon each bond that it is properly issued and recorded. Said bonds shall not be issued until said issue is authorized by a majority in interest of the stockholders of said company at a meeting called for that purpose.

SECT. 8. This act shall take effect upon its passage, but shall become void unless said extensions are constructed and operated before the first day of July in the year eighteen hundred and ninety-seven.

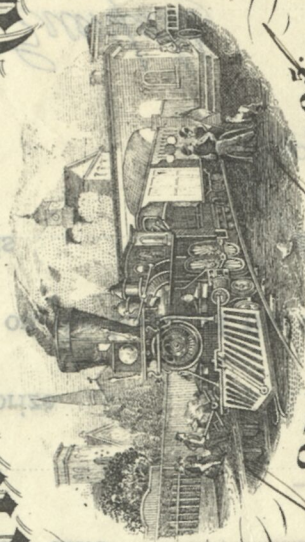
MAY 19 1894

Can Relocate.

The act authorizing the Nantucket Railroad to change the location of its track so that in lieu of its present location it may construct its road from a point on its present location near the Agricultural Grounds, and proceeding thence in substantially a direct line to another point on its present location near Tom Nevers pond, was approved by the Governor April 27, and is now in force. The entire plant of this company is for sale. Owing to the financial stringency, the present management will not relocate this summer, but other parties have been looking the field over with a view to investments therein.

SHARES 5100 EAGLE

Nantucket State of
Central Rail Road Company
Massachusetts
ORGANIZED 1895



This Certifies that _____ is the owner
of _____ Shares of the Capital Stock
of the Nantucket Central Rail Road Company, transferable only on the books of the
Company in person or by Attorney upon surrender of this Certificate.
In Witness Whereof the said Company has caused its seal to be hereunto affixed
and these presents to be signed by the President and attested by the Treasurer.



Attest:
Cromwell S. Macy Treasurer
Rowell & Macy President
Nantucket, Boston, Dec 7, 1908

Hoschwitz & Co. Lith. Boston

11 1895

APR 13 1895

R. R. Notes.

The survey of the new railroad line to Sconset is completed, and shows a distance of 45,000 feet (8½ miles) between the station on Steamboat wharf and that at Siasconset.

Mr. Horace L. Gibbs is removing the pavilion building at Surfside, and it will be re-erected as a railway station on the lot on Main street, adjoining H. Paddock & Co.'s property on the east. Patrons of the road will not be compelled to rendezvous at the wharf station any more.

Steamer Harry is en route for Nantucket with a cargo of sleepers for the railway company.

It is stated that the new route has no grade as heavy as the old line.

As laid out, the new route extends across the Clay Pits, then swinging to the eastward, strikes and crosses the Old South road to Sconset near the Fair Grounds entrance; thence on the north side of Hinsdale road, by the farm of Matthew Macy, and from the junction of Old South and Hinsdale roads on an air line to Tom Nevers head, joining the old line at a point near Low Beach farm.

JUN 15 1895

The Railroad.

Mr. H. G. Worth, contractor, states that matters are progressing finely on the Central Railroad construction, and if nothing unforeseen occurs, the road will be in operation on or about July 1st.

Last Monday fourteen laborers struck for an advance of wages, and came to town. They had been paid \$1.35 and asked for \$1.50. The difficulty was adjusted, and all but six resumed work next morning.

Improvement Association.

At its meeting Monday afternoon, the Improvement Association voted to grant the Central Railroad Company the right of way over its lands. The trustees were empowered to sell such of its pine lands as they should deem proper, and to make, sign and execute deeds for same.

MAY 9 1895

The Nantucket Central.

Work is progressing well on the road-bed of the Nantucket Central Railroad, and by Monday noon it is expected the heavy fill at Hinsdale hill will be completed. The rails are laid to a point beyond the Agricultural Society's grounds. A gang of workmen have been sent on in advance to clear the line of road ready for building the road-bed, and when the work at Hinsdale hill is completed, the advance will be more rapid.

The station at Steamboat wharf has been fitted up and painted. The general station at foot of Main street will be finished in a few days; and that at Sconset is nearly refitted and painted.

A parcel express business is to be done over the road.

FEB 16 1895

The Nantucket Central.

A bill has been introduced in the Legislature for the incorporation of the Nantucket Central railroad company, with power to acquire and operate the property and franchises of the Nantucket railroad company.

The latter company is bankrupt, and the Winchendon savings bank, which held a mortgage on the property, foreclosed and sold at auction last January.

The incorporators of the new company bought the property at auction, and now seek to become incorporated in order to escape the burdens of old debt borne by the old company.

The capital of the new company is \$50,000, and the incorporators are Byron B. Johnson, Henry S. Milton, Nathan Warren, Delmont L. Weeks, Melvin M. Johnson, William Colvard Parker, Geo. R. Taber, I. James Stevens and Benj. W. Gilbert.

FEB 25 1899



Held up by a drift on the Nantucket Central.

JUN 20 1901

'Sconset Mail Goes Travelling.

Through an oversight on the part of somebody, the mail-bag sent down from 'Sconset yesterday morning, containing the local mail, went astray and doubtless took a trip to Woods Hole, for up to the time of our going to press it has not put in an appearance. The bag was left at the post-office by the Nantucket Central's mail-carrier, but somehow it was gathered up with the out-going mail for the continent and vamoosed. Nobody to blame—simply an accident.

SEP 7 1901

The Railroad.

Never in its history has the local steam railroad been run with such satisfaction to the travelling public as this year. Not a mishap of any kind has occurred and the trains have been very prompt to schedule. The new locomotive has been an important factor to this end; but to the work of the road-master very much is due, for he has kept the road in superb form, and it has been a pleasure to ride over it, without fear of delay from derailment. The daily excursion trains have proved popular, and are an indication that the 50-cent fare would prove a popular and remunerative one. The management is to be congratulated on its service for the season of 1901.

JUL 4 1903

Nantucket Central Railroad.

We are in receipt of the thirty-fourth annual report of the Board of Railroad Commissioners of the state of Massachusetts for the year ending June 30, 1902. In it we find the following statements relative to the Nantucket Central Railroad.

Gross assets—\$35,000.

Liabilities.

Capital stock—\$18,000.

Funded debt—\$17,000.

Current liabilities—\$1,900.

Total indebtedness—\$18,900.

Gross liabilities—\$36,900.

Income.

Revenue from passengers—\$4,553.90.

Revenue from mails—\$79.83.

Revenue from express—\$788.06.

Total passenger and freight revenue—\$5,421.79.

Gross income—\$5,421.79.

Expenditures.

Operating expenses—\$4,444.10.

Interest on funded and other debts—\$1,020.

Taxes—\$27.69.

Gross expenditures—\$5,491.79.

Condensed Exhibit.

Net income from operation—\$977.69.

Interest, taxes, rentals and other charges—\$1,047.69.

Net divisible income—\$70.00 deficit.

Deficit June 30, 1901—\$1,830.

Deficit for the year—\$70.

Total deficit June 30, 1902—\$1900.

Volume of Traffic, etc.

Number of passengers carried—14,392.

Average length of journey—8.5 miles.

Total passenger mileage—122,332.

Average fare per mile—3.720 cents.

Total train mileage—6500.

Equipment.

Number of locomotives—1.

Number of passenger cars—3.

Number of baggage, express and mail cars—1.

Number of freight cars—3.

Number of gravel cars—1.

Miscellaneous.

Whole number of stockholders—5.

Amount of stock held in Massachusetts—\$18,000.

Total miles of road operated—8.5.

Highway grade crossings—5.

Average number of employees—16.

AUG 15 1903

A Week of Excursions.

This has been an unprecedented week for Nantucket excursions, and the carriage drivers have reaped a bountiful harvest. It is estimated that over three thousand people have been brought to the island this week, (including passengers on the regular steamers), and it is doubtful if this record has ever before been equalled.

The Sunday school connected with the First Congregational church started the ball rolling with an excursion and picnic at 'Sconset by a special train on the Nantucket Central railroad, in which 266 persons participated. Among them were many summer visitors who took advantage of the reduced fare and went with the picnickers for a day's outing. Manager Weeks states that it was the largest party of excursionists ever carried over the road, it being necessary to bring one of the flat cars into use, as the capacity of the passenger cars was overtaxed. This added much to the novelty of the ride across the island, as settees and benches were strapped to the car for seats, and as the train pulled out for 'Sconset from the station on Steamboat wharf, it presented an amusing spectacle.

Sash Doors Blinds

The manufacture and sale of these articles is now a large department of our business. Many of our customers on Nantucket who send us their orders for LUMBER do not know that we make Sash, Doors and Blinds, and carry a large stock constantly on hand. We intend to sell as low as anyone and can give prompter shipment.

Greene & Wood, NEW BEDFORD.

THE NANTUCKET CENTRAL

A Free and Easy Trunk Line Between Nantucket and 'Sconset, Run on the General Accommodation Plan. Up Hill, Through Wyer's, Barnard's and Madequecham Valleys. No Chance for Lost Cars. Harmony in All Its Departments Its Strength and Support.

For short the natives of Nantucket call this funny old fishermen's hamlet "Sconset." It is fifty miles from New Bedford, and is the point on Uncle Sam's domain the farthest out in the ocean. By swimming due east 2,000 miles I could reach Spain. I haven't tried it yet, but fishermen tell me so. Fishermen never lie. I don't know how far it is to the West Indies on the south. Even the fishermen don't vouchsafe the information. "The wind bloweth where it listeth." Whether it bloweth or listeth at 'Sconset, it comes from the ocean. When badly disciplined thermometers on the mainland indicate the warmth of a Turkish bath, the easygoing, conservative mercury at 'Sconset is satisfied to skirmish between seventy and eighty degrees.

You can't get to 'Sconset without going to Nantucket town. A hundred years ago the certain way to reach the town, and sometimes the cheapest, was to get on a whale ship in the south seas. The Fall River Line and Old Colony Railroad cured all that. They made their connections from New Bedford, and Boston with Nantucket town. But they didn't solve the problem of getting to 'Sconset. Until seven years ago to reach here visitors were pulled through one of the many sandy roads with deep ruts. There were a dozen of them, more or less. Each was parallel with the other and all close together. No matter which was followed the passenger wished the driver had taken another. To make the change was extra hazardous. Marine insurance companies, in issuing policies on box carts crossing the island, declared them void if it was shown that the loss was caused by attempting to go from one set of ruts to another. Then the spirit of improvement invaded the island. It didn't come a minute too soon. 'Sconset was waiting for it. A railroad was built. The project was conceived in speculation; was born in poverty; was dry-nursed on hope; was sustained by the sale of its stock and the issue of bonds. The stock was in time surrendered to the bondholders, to whom new stock was given. Then other bonds were issued. St. Paul subscribed for some. Soon after he wrote, "I would that all men were like unto me except these

of the average Nantucket man. In deference to the public wish, he put a green light on the starboard and a red light on the port side of the locomotive. Then, with the glare of the headlight from the bow, the natives were reassured. There was no greater danger than existed in sailing in other waters.

The projectors of the road resolved to make it a first-class line for traffic. It's a trunk line, and its terminal point is 'Sconset. The Siasconset visitors have no use for Nantucket town except as a port of entry. Then they embark their hopes on the 'Sconset cars. There are a half dozen trains a day each way. Each makes a half dozen trips. There is a 'Sconset limited, the lightning express, the United States mail, the Huckleberry accommodation, the freight, the construction train, the wrecking train, and the owl train. The owl train doesn't run at night. It was not contemplated when the enterprise was begun. One day the engineer saw in the scrub oaks near the track a young owl with its eyes blinking under the glare of the sun. He closed the throttle valve. He told the fireman to "jump ashore" and bring in that owl. It was taken into the baggage car and there was kept until the cars hauled off for the season. Thus the owl train came into being. This shows how great events sometimes result from insignificant incidents. All of these trains run at the same time on the same track, and all are pulled by one locomotive. Each reaches the same terminal point at the same instant. If the 'Sconset limited jumps the track at Low Beach, or Nobadeer Pond, or Madequecham, the mail trains stops; the express train is paralyzed; the freight train rests; the Huckleberry accommodation is tired. The passengers are in the same condition. They go for the huckleberries. The construction and wrecking trains are always at hand to repair the damage. In a half hour the cars are again on the track and they move off rejoicing. But every train is an accommodation train. Start from either terminus and the conductor, who is an old sailor, will put you "shore" at any point you wish. Wave a handkerchief to the engineer and he will

his feelings a little, but it doesn't hurt.

The road is managed by the general superintendent, the master of transportation and the general passenger agent. There is no jealousy between them. Each is en rapport with the other. These three are one. If the nose of one itches, the others sneeze. If the superintendent has an attack of the colic, the master of transportation takes a Jamaica ginger fizz. If the sufferer doesn't feel better at once, the passenger agent takes a Perry Davis cocktail. The medicine taken by one will cure both the others. It couldn't be otherwise.

When the superintendent retired from the sea, like Commodore Vanderbilt, he learned railroading, and came back here to get rich as the manager of this road. He hasn't succeeded first rate, but he expects to be a millionaire before he gets through. He has faith as of a bushel of mustard seeds. He sometimes receives curious letters. One came to him the other day. Every other railroad in the country had probably received one just like it. It was in words something like these:—

"Peleg Hussey, Esq., General Superintendent Nantucket Railroad.

"Dear Sir:—Platform cars Nos. 21,456 and 3,424, and stock car 1,879 belonging to our road have gone astray. Will you please look in your yards and see if they are there, and if so report to me? and oblige

"Hezekiah Dobson, Superintendent"

Mr. Hussey replied as follows:—

"Dear Sir:—Your favor of the 19th was received. To strictly comply with your request it was necessary to find our yards. I piped all hands on deck to make the search and I bore a hand myself. As I couldn't find the yards, I didn't fool away any time in looking for the cars, and much less the numbers. Unless the craft carried sail or had propellers with steering gear, they couldn't have reached this island except as jettam. If one of our trains had picked them up I should have libeled them for salvage. That is all this road has to live on after the summer visitors leave. Hoping that others may return you the lost ones, I am, respectfully yours,

"Peleg Hussey, Gen'l Supt."

But after all I have said about the railroad to 'Sconset, the people who pass their summers here go for anybody who says a word against it. Its cars carry them safely to their destination without a particle of dust on the entire route. The Pennsylvania Central can't say as much. The enterprise was not organized to illustrate the principles of a broad philanthropy. The stockholders expected to get rich. They are waiting for their first dividend. Their plaintive cry is, "How long, O Lord, how long!" But each year the road shows an improvement, and, as 'Sconset is becoming more and more popular as a seaside resort, with some 2,000 visitors here in the height of the season, the traffic some of these days will lift the stockholders out of the slough of despond. The summer residents come. Most of them are annual visitors and not a few the owners of cottages.

E. F. Underhill.

Siasconset, Mass., July 23, 1891.

The Siege of Port Arthur.

SEP 3 1904

SEP 3 1904

its stock and the issue of bonds. The stock was in time surrendered to the bondholders, to whom new stock was given. Then other bonds were issued. St. Paul subscribed for some. Soon after he wrote, "I would that all men were like unto me except these bonds." It is evident that he regretted the investment.

The road was a broad conception built on a narrow gauge. It skirts the south shore of the island from Nantucket town to Siasconset. On the north are wide pasture lands and moors redolent of the perfume of wild flowers. On the south the ocean with the water breaking on the "rips" in sight the whole distance. It is a railroad the like of which does not exist. Devout Hebrews and pious Christians alike bow down and worship it. They do not violate the Second Commandment. It is like nothing in the heavens, or on the earth, or in the waters beneath the earth.

Siasconset is a sanitarium. It is the delight of invalids who need rest. Rest is not suited to all complaints. There are maladies for which travel on this railroad is a panacea. A New York doctor was treating a bad case of torpidity of the liver. He didn't want to have the patient die on his hands. No doctor ever does.

He put him up some harmless medicaments and told him to go to 'Sconset for the season. He expected the patient to die, and he wanted to leave the duty of giving the certificate of death to a 'Sconset doctor. The patient didn't die. He rode on the Siasconset railroad; that did the business. He gave the doctor's medicines the credit for the cure, sent on a big check for a fee and began to shout the doctor's fame. Any day a long line of patients with morbid livers can be seen at the door of that doctor's office.

The natives of the island are a seafaring people. When they have nothing to do—which generally happens—they take "a cruise." When the cars began running, the change from a box cart to them was a novelty. They liked it. Those who had free passes liked it still better. The sway of the cars from port to starboard seemed like the motion of a ship. The track was not always laid on an even grade. The ascent and descent of the craft was like unto running bows onto a coming wave, going over its crest and sinking in the trough of the sea beyond. They felt at home. At first they experienced a sense of danger. There were no spare buoys to mark the channel. There was no sense in putting a bell buoy on top of the locomotive when it might be wanted to mark location of shoal. Again, the locomotive didn't conform to maritime rules and regulations. It didn't have a starboard and port light. At night a box cart or wagon, steering across their course with a brisk wind abeam, might run into the train and sink it in two fathoms of sand. There were no life boats or even life preservers on the train. It looked like taking a big risk. The engineer was an old sailor himself. He knew the feeling

and they move off rejoicing that every train is an accommodation train. Start from either terminus and the conductor, who is an old sailor, will put you "shore" at any point you wish. Wave a handkerchief to the engineer and he will stop the train, and, if need be, "back water" to take you on. Parties from 'Sconset with pails and baskets are let off at the huckleberry grounds and taken on again at their pleasure. No such courtesies are extended by the trunk lines on the continent, as the natives call the mainland. In June I had proof of this. I shall remember it when I board the train for the New Jerusalem. I started from the Grand Central depot in New York on the Chicago limited. In the car was Mr. Chauncey M. Depew. Knowing that he was the king pin of the road, I politely asked him to have the train stop in front of Mr. Jay Gould's place near Irvington, that I might visit the strawberry patch of that modest and unselfish gentleman of leisure. He declined. I argued with him. I cited as a precedent the civility extended by the 'Sconset express. He said that the broad, catholic methods of the 'Sconset road were not suited to the restricted traffic of the N. Y. Central. I didn't like his sarcasm; I gave him to understand that when he was before the Republican convention in 1892 for nomination the 'Sconset delegation to a man would be against him. I know he felt a sense of self-reproach, though he didn't acknowledge it. I guess that hereafter he will be more considerate of the wishes of the travelling public.

The 'Sconset railroad is a free and easy affair. I have said it is a trunk line. Nobody had suspected it. One day a trunk tumbled out of the baggage car and fell to the beach sand as the train was approaching this place. Did the baggageman sing out, "Trunk overboard?" Did the engineer stop? Did even the conductor pull the rope? Not at all. The train went thundering on at a lightning speed of sixteen miles an hour and landed its passengers at 'Sconset pier, and went back to Nantucket town. Then on the next trip it picked up the trunk and brought it on. For a long time strangers riding on the cars felt safe. It was because there was only one track and one locomotive. There couldn't be a collision until the company got another engine. At last it came. It was for excursion parties over the island from the mainland. But the feeling of safety was soon restored. They knew if the regular train did run into an excursion the collision would only give the passengers a little shaking up. But there hasn't been any collision.

The employees of the road are interchangeable. The fireman on one trip may be the engineer of the next. So the baggageman twice each day, in the twinkling of an eye, is promoted to be the conductor. On the next trip he subsides into his original position. He is intermittently a conductor and a non-conductor. He says that the sudden change wrenches

MAY 27 1905

Flying Switch Abolished.

The decision of the management of the Nantucket Central Railroad to abolish the "flying switch" this season will certainly meet with the approval of our townspeople, the majority of whom have long realized the danger of the practice, though it has always heretofore appeared necessary. In previous years when the engine has backed in from 'Sconset with the train, in order for it to return to its proper position for the next trip, it was necessary to start near the gas works and, going at a lively speed over three street crossings, uncouple the engine and throw it onto the switch, while the cars were sent down the main track to the station on steamboat wharf. The new engineer who is to have charge of the train the coming season saw the danger of the old system and suggested a different method of procedure, which will certainly be an improvement over the flying switch. This week the workmen have been at work turning the old switch into a "Y," continuing the track from its former terminus on a gradual curve until it connects with the main line running to the wharf. This will permit the engine to be switched onto the loop, while the cars pass ahead of it before it runs onto the main line again.



NANTUCKET TO 'SCONSET BY AUTO.

The Selectmen Will be Asked to Grant a License for Auto Coaches and Freight Vehicles Between Nantucket and 'Sconset—An Outline of the Plans and Descriptions of the Cars.

A company is now being organized under the laws of New Jersey to operate Imperial electric automobile passenger and freight coaches on the island of Nantucket, and will be called the "Nantucket Auto-Transit Company." Application for a license to run the coaches in the streets of the island will be made of the Selectmen at the next meeting, and as soon as granted the organization of the company will be completed and orders for five passenger and two baggage and freight vehicles will be placed at once. The passenger vehicles will be patterned after the "Imperial" that was operated last summer in Philadelphia as a sight-seeing coach, to demonstrate its efficiency by actual service. During this period more than 3000 miles were run, yet not one dollar was expended for repairs of motor or battery. The Philadelphia bureau of highways has now granted licenses for twenty of the vehicles to be run on Broad and Diamond streets and Fairmount park.

The perfection of the power equipment of these vehicles gives them all the certainty of trolley cars on tracks, while they possess absolute freedom from rails, are electrically propelled and properly heated and ventilated.

The Imperial coach is of a new and attractive design, with all improvements and conveniences. It is roomy and yet compact. Planned to serve the public needs, not only from the standpoint of necessity but also of comfort and real luxury in city and country travel, no expense has been spared that every detail might be the best obtainable. Entrance is from the side. The front seat is for the motor-man who, due to perfected mechanism, is enabled to start, steer and stop with ease and certainty. It runs noiselessly, without jar or friction. There is an electric push button at every seat.

The foundation principle involved in the power equipment is primarily the Imperial electric motor system, perfected through a series of inventions covered by numerous patents. The improvement over other methods are economy, simplicity of construction, ease, speed and power in road service, durability and general excellence. Each of the four Imperial motor wheels is a driving wheel, alive as it were, and is a unit with its own mechanism complete. Should one of the motors be disabled, it is simply disconnected and revolves with the wheel while the vehicle is propelled by the other three motors. Arrived at the terminus, wheel and motor are removed and another substituted, the work of only a few minutes. These motors are operated by current supplied from storage batteries. It is not generally known that the efficiency of the storage battery has been increased by improvements made within the past year, especially in the new Edison battery, which is said to be indestructible, outwearing three automobiles. It is claimed that it will stand any

rate of charging and discharging without injury. There can be no question but that the Imperial service will be extensively patronized. It will surely prove attractive to citizens for it will provide them with comforts, conveniences and luxuries to which heretofore they have been strangers.

The coaches between the town and Siasconset will be run at intervals of from 30 minutes to an hour, from 5.30 a. m., to 10 p. m., and the motto of this company, on which it will bid for patronage, is "No seat no fare." The number of vehicles on any specified trip will be increased to meet the demand. It will be the aim of the management to make the service popular and "Imperial" in all its appointments. While the fare has not been definitely fixed, it is expected that a twenty-five cent rate each way will be charged.

W. F. Codd, of this town, and J. R. Bacon, of Philadelphia, formerly of Nantucket, are the prime movers in this enterprise, and they already have a number of the island's regular summer residents interested who intend taking stock in the company, thus practically making it a home concern.

A license, as has before been mentioned, will be asked of the Selectmen next Wednesday evening, and the outcome of their action will be awaited with interest. Since our last number gave the people knowledge of the improbability of the railroad being operated, the subject has been canvassed on all sides, and it has been conceded, even by the most radical anti-auto element, that conditions required prompt action and good transportation facilities between the town and 'Sconset, which were only possible by the auto coach line; and while these people will yield to the necessities, there will continue with them a certain amount of the anti sentiment. But the "world do move," and we are not so widely different from other communities but we must fall in the line of procession and progression.

It is even stated that out of the most bitter element against autos on the island will come forward an applicant for a public auto coach license before the next meeting of the board of Selectmen. It is a straw in the line of the zephyr that indicates the direction of the breeze.

The promoters have received much encouragement from non-resident taxpayers, and we are in receipt of letters from some of them who report most favorably upon the excellence of the Imperial electric cars, which are noiseless and odorless, and the best there is for the service intended. They will do all a trolley will, and more of it. It is a most practical plan, and was most carefully looked into before any attempt was made to exploit it for this place, and would seem to fill the bill in every particular.

Mr. W. F. Codd has some large blue prints and photos of the coach and freight vehicles which give a splendid idea of their construction.

MAY 12 1906

APR 7 1906

The Railroad.

Through a roundabout channel word comes that a change in the ownership of the Nantucket Central railroad has taken place, and that it will be operated the coming season. We are unable to verify this statement; but the source of information would seem to indicate the report to be correct.

JUN 2 1906

MAY 5 1906

The Railroad.

From all we are able to learn, there is at present no prospect that the Nantucket Central R. R. will be operated the coming season. This statement should not be accepted as final, for conditions are possible that may result in a continuance of the service of the road the coming summer. But it is fair to presume from present indications that there will be no railroad transportation between town and Siasconset. Naturally this is leading to a discussion of what is likely to happen under such conditions. It is conceded by all that the railroad has been a great benefit to our island, and that its discontinuance will mean a serious condition for Siasconset, which has made rapid strides in public favor for several years. It is not to be supposed those who have property at stake or are in a general way interested in the continued growth of the village will sit down quietly and abide by these conditions. What they may do is of course a matter that has not been formally taken up; but already inquiries are being made relative to an automobile service. The sound of automobile will grate upon the ears of the larger portion of our townspeople, who have several times given decided expression against these vehicles in our midst, practically abolishing their use here. But with another condition confronting them, the sentiment is likely to change. There is no one resident but is pleased with the growth of any section of our island, and in the case of 'Sconset, it must be apparent that an attempt to carry out transportation service with teams, as of old, would prove an utter failure. The time for an electric road does not yet appear to be ripe, both on account of lack of time and the great expense attending construction. And naturally the people are already discussing the merits of an auto service. They are handling it very gingerly, all being classed with the anti-auto element; but they appear as yet to be able to fix their minds on nothing else that will fill the bill. There are many anxiously awaiting to see what move is to be made.

Transportation.

The question of transportation between Nantucket and 'Sconset this season still appears to be in an unsettled condition. It is a fact, as we have heard stated, that the promoters of an auto line have withdrawn from the field in the face of the strong opposition. In the matter of the railroad one hears all sorts of rumors, and in some quarters the belief holds strong that it will be put in operation. One rumor had it that the offer made for the property last week had been advanced by a considerable sum, but this was denied by those in a position to know. It is also known that New York capitalists have been at work towards securing control of this property. In connection with this latter effort, it is alleged that an agreement was entered into last week between this New York syndicate and directors of the First National Bank of Winchendon, Mass., who are said to hold the bonds of the Railroad corporation to the amount of \$17,000, which would give the former control of the road, and that they had planned to put it at once in shape to operate; but on account of an objection from the stockholders, the bondholders later sought to cancel the agreement. It is further alleged that the syndicate has employed counsel in the person of John H. Butler, of Boston, and will at once bring action against the bondholders for breach of contract, if they adhere to their attempt to set aside the alleged agreement. The whole matter, if these allegations are correct, leaves the railroad problem in a rather chaotic condition just at present, but it is to be hoped differences, will at once be settled in an amicable way, permitting operation of the road this season. All these conditions leave those who would put barges on the road in a state of uncertainty how to act.

And all the while there is a new deal on foot, looking towards an electric line, with the Polpis road as the route. This cannot, of course, meet any requirements of the present season, even should such a much-desired plan be put through; but it is nevertheless in contemplation.

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NUMBER	SENT BY	REC'D BY	CHECK
My # 1298	M	16 Jrd	

RECEIVED at

Dated *New York 8* *June 8* 1906

To *R. B. Hussey*

*We are in position to
lease or purchase road expect to
operate railroad from June twentieth*

C. G. Macy Jr.

JUN 8 1906

JUN 9 1906

JUN 16 1906

Train will be Run.

Syndicate will Lease or Purchase Railroad Property--Expect to Operate It by June 20th

Everybody hereabouts has been on tenter hooks during the week anent the probable operating of the railroad. Many were vitally interested, while others' interest held only in the matter of general benefit to accrue. But the importance of early knowledge is very great, for the delay was holding back projects which would tend to relieve the situation if they could be forwarded; but the promoters did not care to proceed if railroad service is to be established. There are all sorts of schemes talked over of more or less merit but only a very few of these can be available this season, from lack of time.

Wednesday evening the report was abroad that the railroad had gone into other hands, and there was an awakened interest apparent on all sides. While there was foundation for such a report, it was nevertheless premature as to definiteness. A telegram received in town from a representative of a New York syndicate said: "We probably have the road." That little qualifying word "probably" left an undesirable doubt. That there was something doing was safe to assume.

We have been besieged with inquiries regarding the railroad prospects, and in order that our readers might have the very latest concerning it, wired the New York people yesterday morning for any facts relating to the situation, and are in receipt of information that this syndicate is in a position to lease or purchase the railroad property, and expect to operate it commencing June 20th, the opening day of the two boats schedule.

A more gratifying announcement to everybody interested in the island and its welfare we could not proclaim, and it is with gratification we make this statement, which is strictly official. It is probable that this meagre news will be augmented with more complete details in our next issue. But it is sufficient for the present to know that railroad transportation is assured beyond doubt.

That the recent auto-bus agitation is responsible for the new condition of affairs ~~there~~ can be no doubt, and there is cause to feel glad that it was precipitated, as the outcome is all that can be desired.

The Railroad.

In our last issue we gave our readers the substance of a telegram received by The Inquirer and Mirror from the New York people who are seeking to secure control of the Nantucket Central railroad, which was in effect that they were in a position to lease or purchase the road, and expected to operate it about June 20. On the evening of our publication the mail brought to C. L. Marks a letter from D. L. Weeks, treasurer and general manager of the road, stating that the road had not been sold, would not be leased, and if not sold would be torn up. The conflicting statements from the parties in interest created a feeling of misgiving. At the same time New Bedford parties started out on the trail, but we understand they have since withdrawn. The New York people continued their negotiations with the bondholders, and correspondence we have been shown gave a hopeful outlook to the situation.

On Thursday morning there was a conference between the bondholders, stockholders and the New York people, in Boston, and hoping to obtain for this issue, for the benefit of our readers, the outcome of that meeting, we wired both Boston and New York yesterday morning for any facts for publication, but have failed to secure other information than that the details of that conference had been mailed, and as they will not arrive in time, we are obliged to go to press without the facts indicating the present status of the railroad situation—whether favorable or unfavorable.

But we can say that outside of this railroad deal, we have been given a tip that there is something else brewing in the way of Nantucket-'Sconset transportation that may prove a very interesting feature at this time. Beyond this statement we cannot go.

JUN 23 1906

The Railroad.

The subject of railroad transportation to 'Sconset is still one of importance with our people, and as the season advances the loss of rail communication is being severely felt, and in some cases is causing real hardship. There is nothing to be said regarding the situation at this writing, excepting to state the fact that efforts are being put forth to secure control of and operate the road by people abroad, with some indications for a successful result. A party has been in town this week making careful investigation, and left again to present his findings to those who sent him; and it is to be hoped something will materialize from this.

MAR 23 1907

The Railroad.

We have been informed that the Nantucket Central Railroad has passed wholly into the hands of D. L. Weeks, the treasurer; but nothing is known as to his plans about operating it the coming season. We give the statement just as it reaches us, and it is not official.

APR 13 1907

The Railroad.

We can say authoritatively that unless a purchaser comes in sight within the next sixty days, the effects of the Nantucket Central railroad will surely be sold for old junk. Delmont L. Weeks has recently acquired the total bond issue, and is now the sole owner of the property, which, he writes, will positively be disposed of as above indicated, unless a purchaser appears.

Nantucket-'Sconset transportation again looms up as a problem to be solved. What will it be?

MAY 4 1907

The Railroad.

Everybody is interested in any bit of news concerning the Nantucket Central Railroad, and everyone is hoping that the little narrow-gauge may be in operation this season, for it appears to be the only available method of transportation between Nantucket and Siasconset, as autos are tabooed by public sentiment and teams inadequate.

We are not able to say much in connection with railroad matters, except to note that Thomas G. Macy has been here this week, accompanied by Matthew W. Wood, a New York attorney, who came in the interest of a New York client who is investigating the railroad situation with a view of purchasing. They had been in conference with Mr. Weeks, the present owner, before coming down, and while here looked the property over, returning to New York, Wednesday, to make their report. It is to be hoped their visit may not prove a fruitless one.

MAY 25 1907

The Railroad.

It is stated that parties who have recently been investigating the condition of the Nantucket Central railroad, with the view of purchase, are of the opinion that it will require between 3000 and 4000 new ties, and the replacing of some sections of rail which are about worn out, before the road can be placed in good condition again. The expert who looked the ground over thinks the road can be repaired for immediate use, if a sale is consummated, and that the bulk of the work of laying new ties can be carried on while the road is in operation. Some sections of the road-bed need regrading, but it is claimed that part of the work necessary could be done in a week's time.

JUN 8 1907

Railroad Will be Operated.

There is no longer any doubt that the Nantucket Central Railroad will be operated the coming season, and one of the most important questions which the people of this island have been up against has been settled for good.

Proper transportation facilities between town and 'Sconset the coming season are now assured, and neither the crude stage-coach service or a public auto-bus line will have to be considered again. Everybody will be glad to know that the little narrow-gauged railroad will be operated, public opinion being almost unanimous that it is the quickest and best way in which the transportation question could be settled.

Thomas G. Macy, who for some time has been endeavoring to organize a syndicate to purchase the road from Delmont L. Weeks of Boston, last week succeeded in perfecting his plans and now informs us that he has secured control of the property in the interests of a New York syndicate, which has already taken steps to put the road in operation at once. The purchase price of the road is placed at \$12,000 and Mr. Macy states that about \$5,000 will be expended in repairs and placing the system in first-class condition.

Workmen have already arrived on the island and are overhauling the road-bed, it being the intention of the new management to have the system in operation by the 20th of June. Daniel Credit, the foreman who handled the road-bed construction in years past, has been engaged to take charge of the work again this year, and will rush the repairs through as soon as the gang of Italian laborers arrive. Mr. Chase, the same engineer who served two years ago, arrived Thursday and is overhauling the locomotive.

JUN 22 1907

Railroad Wants Bonds Approved.

Henry S. Milton, the only remaining member of the old board of directors of the little Nantucket Central railroad, was before the board of railroad commissioners Friday afternoon of last week to be heard on a petition asking authority to issue \$17,000 of coupon and registered bonds, for the refunding of outstanding indebtedness. These bonds are to run 10 years, and draw six per cent. interest to be paid semi-annually. Another provision relating to these securities is that \$101 shall be paid for every one hundred dollars in bonds.

Mr. Milton stated that it was the purpose of the new management to put the road in perfect running order, and to have it running by the 24th of the present month. In order to complete its physical condition it would be necessary to put in about 2500 new ties, reballast the line and polish up its motive power, which consisted of one locomotive. He further stated that outside parties had come to the rescue of the road and that there was a hope that it could be made to pay something to the holders of the stock.

It was the intention of the new management to do away with its only locomotive next year and to substitute a gasoline car. The matter of electrifying the road had been under consideration, but owing to the great cost of maintenance it was deemed inadvisable to make the change. He said that \$35,000 had actually been spent on the road in 1895, but owing to the hampering by the stock and bond laws of the state it had not been possible to issue securities on this expenditure. The Windsor Trust company of New York will act as the financial agent of the company.

JUN 22 1907

The Railroad.

Work on the Nantucket Central is being pushed forward rapidly under the guidance of General Manager Macy, who has a large force of men employed. Italian laborers arrived Saturday night to work on the roadbed, and a large section of the track has already been repaired. The locomotive has been thoroughly overhauled, and may possibly be run out on the track tomorrow for a test, and an endeavor will be made to put the system in operation early next week. The passenger coaches have been renovated, but the freight car, which has stood on the track at the foot of Main street nearly two years, was found to be in rather poor condition, needing new sills and floors. The latter work was started Tuesday morning and will be completed in a few days.

JUN 29 1907

The Railroad.

The first train of the season will probably run to 'Sconset early next week after the arrival of the noon boat, and the service will be in better condition than for a number of years. The new management intends to give the public every possible advantage that the narrow-gauge line can afford, and has arranged to run trains at the following hours:

Leave 'Sconset at 5.45, 9.30 and 11.45 a.m., 2.15 and 5.15 p.m.

Leave Nantucket at 8.45 and 10.30 a.m., and at 1.00, 3.00 and 7.00 p.m.

On Sundays, trains will leave 'Sconset at 9.00 and 11.45 a.m., and 5.15 p.m. Leave Nantucket at 10.30 a.m., 1.30 and 6.00 p.m. The price for a single fare has been placed at 50 cents, but round trip tickets will be sold for 75 cents. For children, single trip tickets will be 25 cents and round trip 40 cents. On excursion days round trip tickets will be sold for 50 cents.

AUG 3 1907

**Nantucket Central
Railroad Company
Time Table in Effect July 2, 1907**

WEEK DAYS.							
Leave	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Siasconset.	*5 45	9 30	11 45	2 15	5 15		
Nantucket.	8 45	10 30		*1 00	3 00	*7 00	
SUNDAYS.							
Leave	A. M.	A. M.	P. M.	P. M.			
Siasconset ..	9 30	11 45		5 15			
Nantucket ..	10 30		*1 30	6 00			

*To connect with the N. B. M. V. & N. Steamboat Co., on arrival and departure of boats.

Round Trip Tickets will be sold for 50 cents, good only on day of issue, on trains leaving Nantucket at 10.30 a.m. and 3 p.m., and leaving 'Sconset at 9.30 a.m., and 2.15 p.m.

The arrival and departure of trains in accordance with the above time-table is not guaranteed, nor does the company hold itself responsible for any delays or any consequences arising therefrom.

The above time table is subject to change without notice.

T. G. MACY, General Manager.

SEP14 1907

SEP14 1907

All-the-Year Railroad Service Contemplated---Track to be Extended.

That the Nantucket Central Railroad has entered upon a new lease of life, with every promise of success and prosperity, is now assured. The season just closing has been very satisfactory to the new management, which is making large plans for the future. As a factor for the development of the east end of the island, the railroad is generally admitted the best method of transportation that Nantucket can possess, and it should be the desire of the townspeople to help the road in every way possible. The village of Siasconset is growing steadily, and realizing that there are excellent possibilities for the development of the railroad system, the company is now considering a number of changes and improvements which will greatly increase its usefulness.

John Alvin Young, president of the Windsor Trust Co. of New York city, and Paul H. Grimm, consulting engineer of New York city, came to Nantucket on Thursday, accompanied by Cromwell G. Macy, Jr., the treasurer of the railroad, and are looking over the system carefully with the view of installing gasoline motor cars for prompt and satisfactory service. They are also contemplating other improvements before next season, which, with the proposed motor car equipment, will probably give an all-the-year service between Nantucket and 'Sconset.

The motor cars which the company has under consideration have been used successfully for some time by other roads, and so confident are the promoters of the success of their project, that it is possible within sixty days a car capable of carrying ten passengers, with provision for baggage and mail, will be in operation between Nantucket and 'Sconset. The company is endeavoring to secure from the postoffice department at Washington a yearly mail contract, which, in connection with the business which would accrue, would warrant running

ton a yearly mail contract, which, in connection with the business which would accrue, would warrant running the motor car during the winter months. These plans have not yet fully matured, but Mr. Young and Mr. Macy are looking the ground over carefully and are very enthusiastic over the feasibility of the scheme.

Other improvements to be made before another season include the extension of the railroad tracks down Steamboat wharf to the freight-house. Plans have been drawn by W. F. Codd, which meet the approval of the Steamboat company. The proposition is to remove the present wharf station to a site just east of the "slip" where the catboats have their berths, continuing the track along the south side of the road-way to the freight-house. It will be necessary to drive spiles on the north side of the basin for the support of the tracks, as the width of the road-way is insufficient to permit laying the rails there. This is a comparatively small task, however, and with the platform extended some distance farther from the shed, it will greatly facilitate the handling of freight and baggage for 'Sconset, while the accommodation to passengers resulting from the location of the railroad depot on the wharf is a feature that will surely be fully appreciated.

It is also intended to remove the baggage and freight platform to the foot of Main street adjoining the present depot building, which will be a much-needed improvement and of great benefit to the merchants and teamsters in the handling of freight, who find the present location of the platform on the wharf very inconvenient at times. These improvements will all undoubtedly be made before next summer.

SEP21 1907

The Railroad Improvements.

The trains over the Nantucket Central railroad ceased operating on Sunday, and the locomotive and cars have been housed for the winter. The company is actually arranging for the purchase of the gasoline motor car, which plan was made public last week, and if the matter of a government mail contract can be adjusted to the satisfaction of both parties, the car will probably be operated within a few weeks. The managers of the

OCT 12 1907

Railroad Communication With Siasconset. Gasoline Car Coming.

Railroad transportation between Nantucket and Sconset all the year is now assured, and residents of the latter village will no longer be compelled to depend upon the stage-coach for mail and passenger transportation during the winter months. Cromwell G. Macy, jr., treasurer of the Nantucket Central Railroad, is alive to the island's interests, and is arranging to equip the service with a gasoline motor car at an early date, which will be in a position to make frequent trips between the two places each day, if necessity demands it. The little car is of the automobile type, arranged to carry eight people and also baggage and freight. It was made by the Fairbanks-Morse company, and was shipped from the factory at Three Rivers, Mich., last week, enroute for Nantucket, where it will probably arrive about the 25th of October.

The car is of the improved type, made especially for such service as is required here, and it can be operated by one man, cutting the expense account down to a minimum. As soon as it is in operation, the postoffice department at Washington will probably place an all-the-year mail contract with the railroad company, and it was this fact which prompted the managers to bring the scheme to a climax as soon as possible. No change will have to be made in the track or other equipments, but a thousand-gallon tank for the storage of gasoline is to be placed in a cement building to be erected on the railroad company's property near Old North wharf.

The motor car is named "Siasconset," and it will be the first of a series of cars which the company intends operating next season, in place of the locomotive and the other antiquated rolling stock heretofore in use. The car is due to arrive here the latter part of this month, and it will be accompanied by an expert from the factory, who will place it in operation as soon as possible.

It has a canopy top and is enclosed with glass. The seats are upholstered in leather, making a comfortable and easy conveyance. The makers guarantee the car to make a 2 per cent. grade for a distance of not more than one-half mile, at a speed of at least twelve miles per hour. The grade at Tom Nevers is of this class, and as that is really the only heavy grade on the route, it will be seen that the car will be able to meet it fully as well, if not better, than the old locomotive can do. The specifications of the car are:

seen that the car will be able to meet it fully as well, if not better, than the old locomotive can do. The specifications of the car are:

Wheel base—4 feet, 10½ inches.

Gauge—36 inches.

Wheels—Taylor cast steel.

Axles—1½-inch diameter, through roller bearings.

Frame—Steel, riveted, carried on semi-elliptic springs, each 24 inches long.

Power—12 horse-power, two cylinder, vertical, four-cycle gasoline engine, water jacketed, jump spark ignition.

Transmission—Planetary transmission on engine shaft giving two speeds ahead and one speed reverse. Full speed ahead being about 28 miles an hour. Slow speed ahead and reverse about 9 miles an hour.

Drive—Is by means of roller chain, 1½-inch pitch, between sprocket on transmission and sprocket on front axle. The standard sprockets furnished are 11-tooth driving and 24-tooth on front axle.

Control—Spark and throttle are controlled by a small lever at right hand of front seat. The high speed and reverse are operated by hand lever, the slow speed by a foot pedal.

Muffler—The muffler silences the exhaust to such a point that it cannot be heard above the noise of the car on the rails.

The engine is started by means of a detachable crank. When not in use it is carried on the foot board.

The gasoline tank has a capacity of 5½ gallons.

The water tank has a capacity of 9½ gallons. Water is circulated through the engine jacket and the radiator by means of plunger pump, driven by the engine.

Seating Arrangement—One cross seat in front holding three and two longitudinal rear seats facing each other and each holding three.

Tool Box—Is provided under rear end of car for carrying tools and spare parts.

Dimensions—Total length 9 feet 3 inches, width of standard gauge car 5 feet 5 inches. Height above rail 7 feet 1½ inches.

Weight—1665 pounds.

OCT 26 1907

Gasoline Car Reached New York.

The gasoline motor car for the Nantucket Central Railroad arrived at New York early this week and will probably reach Nantucket within a day or two. Holmes & Pease are constructing a car-house over the loop track at the head of Old North wharf, into which the car may be run when not in use. The cement building for the storage of gasoline will be located some distance farther south. This is about all the work necessary to make ready for the new equipment, other than the construction of a small turn-table at either end of the route.

NOV30 1907

Motor Car has Arrived. Runs to 'Sconset in 19 Minutes.

The long-heralded motor car for the Nantucket Central railroad has at last put in an appearance. It arrived on the steamer Tuesday afternoon, after a six weeks' trip from Three Rivers, Michigan, where it was built by the Fairbanks & Morse company. Although but a little over nine feet long, it appears to be of heavy construction throughout and capable of good hard service. The car is of the automobile type, arranged to carry eight passengers, is finished in a vermillion body with dark green gear, and is named "Siasconset." It is the first of several of this style cars which the company intends operating during the summer months, and is intended to meet the requirements of winter service.

The motive power is derived from a 12 horse-power, two-cylinder, four-cycle engine, capable of driving her at a maximum speed of 28 miles an hour, which is far greater than will be necessary under ordinary circumstances. The motor is under perfect control of the operator at all times, both the spark and throttle being adjusted by a small lever at the right hand of the front seat. The high speed and reverse are operated by a hand lever and the slow speed by a foot pedal. In fact, the little car is very simple in operation and free from complicated parts.

Immediately after the arrival of the steamer Tuesday, a force of men was at work uncrating the car, and before dark it was run onto the track and housed in the new building at the head of Old North wharf, where the work of fitting it up for operation was pushed forward rapidly under the supervision of an expert sent down from the factory. Shortly before 3 o'clock the following afternoon the car was given its preliminary test,



and barring the numerous adjustments always necessary with new machinery, it, of course, "performed very satisfactorily." It is very easy riding, almost entirely free from vibration, and will certainly meet the approval of our townspeople as a means of transportation between Nantucket and 'Sconset during the winter months.

The full details of the preliminary test were not intended to be made public, however. The motor left the Main street crossing at 3 o'clock amid

public, however. The motor left the Main street crossing at 3 o'clock amid the cheers and approval of a large crowd of bystanders. The general manager and a couple of friends accompanied the expert and his assistant on the trip, and all five men certainly enjoyed a novel experience—novel from the fact that the return home was made in the early evening hours under rather laborious conditions. In short, the motor which whizzed away so merrily in the middle of the afternoon was three hours later of necessity pushed back over a mile and a half of track, by the five men who claimed the distinction of being the first to ride over the Nantucket railroad in a gasoline car.

"Jump aboard! We are only going out a little way and will be back in a few minutes!" We readily accepted the kind invitation of the general manager, and consequently were privileged to spend a couple of rather chilly hours perched in the motor car near Hinsdale, while the expert (the only warm fellow in the crowd) endeavored to locate the trouble which prevented the motor from operating. We enjoyed the fine November sunset, although the cool bracing air was piercing to the marrow bone, and had our first panoramic view of the town from a distance when the electric lights were turned on. Everything combined to make the experience a novel one, but when darkness fell and the engineer had not discovered the difficulty—a naughty bit of solder which had worked from the gasoline tank into the carbureter, as it proved later—we were all glad of the opportunity to "get out and push."

The outfit started off at a merry clip, but gradually slowed down for we were all off our feed and could not develop the necessary horse-power to push, stumble, walk or run, as the case might be, for more than a quarter of a mile. By that time someone accused the general manager guilty of stealing a ride. We did not blame him much, for we were tempted to do so ourselves. The entrance into the town limits was made under improved conditions—that is, we coasted down across the goose-pond, and all caught our breaths and prepared for the half-mile, up-grade push on the home stretch. We had a clear track, and as good luck would have it, did not meet a soul until we passed the gas-works "under power." Needless to say, not one in the bunch was the least bit chilly when the car was run into the shed in the inky darkness—all were "puffing like pigs." It was agreed to keep the matter quiet, but it was too good a joke, and somehow the story crept out—so here 'tis.

The trouble with the motor was merely one of the little perplexities which always happens to a new piece of machinery—nothing but what could have been remedied with the daylight to work by—and the following day the

We secured them at a
are now here for a spe

The garments are made. They are actual value.

Come soon if you want a SUI
its worth, and the best you ever bo
a whole winter's wear ahead.

Because we buy

CITY CLO'

MAIN

expert located it without much difficulty, and yesterday (Friday) morning the car made a round trip to 'Sconset, to get her into adjustment for the official trial to be made upon the arrival of the Nantucket Central Railroad today. The motor worked to perfection and the passage out was made in about 30 minutes, but the return trip, which included the long up-grade at Tom Nevers, was made in even better time—27 minutes. Convinced that he could do even better, the expert was eager to make another trip after dinner, and negotiated the distance in just 19 minutes. He now believes he can put the car through to 'Sconset safely in 10 minutes, and no doubt he can.

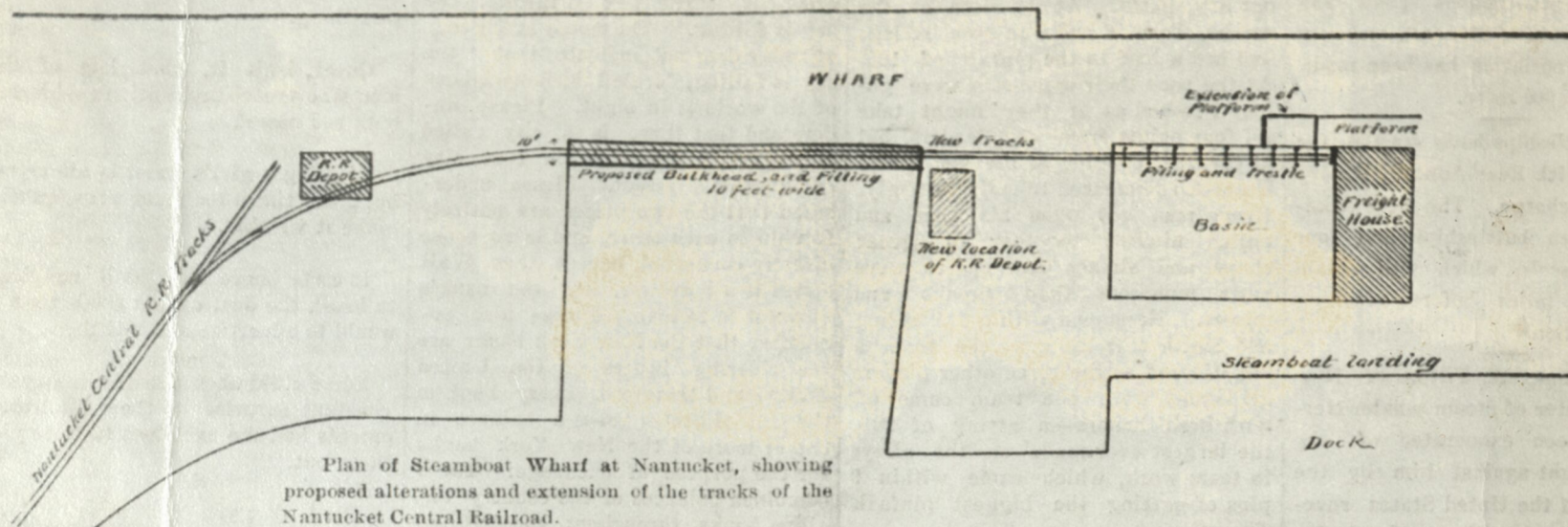
There is not the slightest doubt that the car is a practical innovation, and everybody is loud in praise of its method of operation. It consumes but five gallons of gasoline for a 125-mile run, so it will readily be seen that the cost of operation is down to the minimum. While it can be speeded up to forty miles an hour, if necessary, it is probable that the trip from town to 'Sconset, over the somewhat uneven road-bed, will consume less than a half hour. The car is but a fore-runner of something better to follow, however, and now that the adjustments have all been made to the satisfaction of the expert, it is probable the official trial trip will result in the acceptance of the car by the company, and the equipment of the road with two larger cars next summer, doing away entirely with ancient locomotive and passenger and baggage coaches. Welcome to the motor car!

It is probable that the next Barnstable conference of Congregational churches will be held at Nantucket.

CASTORIA.

Bears the Signature The Kind You Have Always Bought

DEC 21 1907



Plan of Steamboat Wharf at Nantucket, showing proposed alterations and extension of the tracks of the Nantucket Central Railroad.

The Nantucket Central Railroad and Its Motor Car Service.

That both Nantucket and Siasconset are to be greatly benefitted by the attitude of the Nantucket Central Railroad company is assured. The management is progressive and is endeavoring to keep in touch with the times by abolishing the use of the ancient locomotive and substituting gasoline motor cars. The first of these cars—a small one carrying but nine persons—arrived here three weeks ago and has since been given all sorts of tests, and is now in satisfactory service between Nantucket and Siasconset. It gives the island something which it never before enjoyed—winter railroad service between the village and the mother town—a feature which the general public is bound to appreciate.

handling of the company's traffic, both passenger and freight, it has arranged with the New Bedford, Marthas Vineyard and Nantucket Steamboat company for this track extension, which will give a much needed improvement to the service, bringing close connection with the steamboat traffic. It is contemplated running the track along the south side of the wharf, across the carriage-way, to the west side of the freight-house, this having been decided the most feasible method and the one which will entail the lesser amount of work. Of course a large amount of filling in will be necessary, as well as the sinking of spiles on the north side of the basin, but it is estimated the changes and improvements can be made without excessive cost.

The present railroad station will be moved down the wharf and placed just

take it on to Siasconset.

From the above plans it will readily be seen that the expense of operating the railroad will be greatly reduced over previous years, with a general improvement of the service. The force will probably consist of but one baggage-master in charge of the baggage car, two or three motor men (as traffic requires) in charge of the motors, and a master mechanic. The cost of fuel will be reduced to a minimum, and altogether the departure from the old system will be fully as beneficial to the railroad company as to the Nantucket people.

The winter service already inaugurated is proving daily that there is the demand for it, and the little motor car has been given excellent patronage so far, both in passenger, baggage and express transportation.

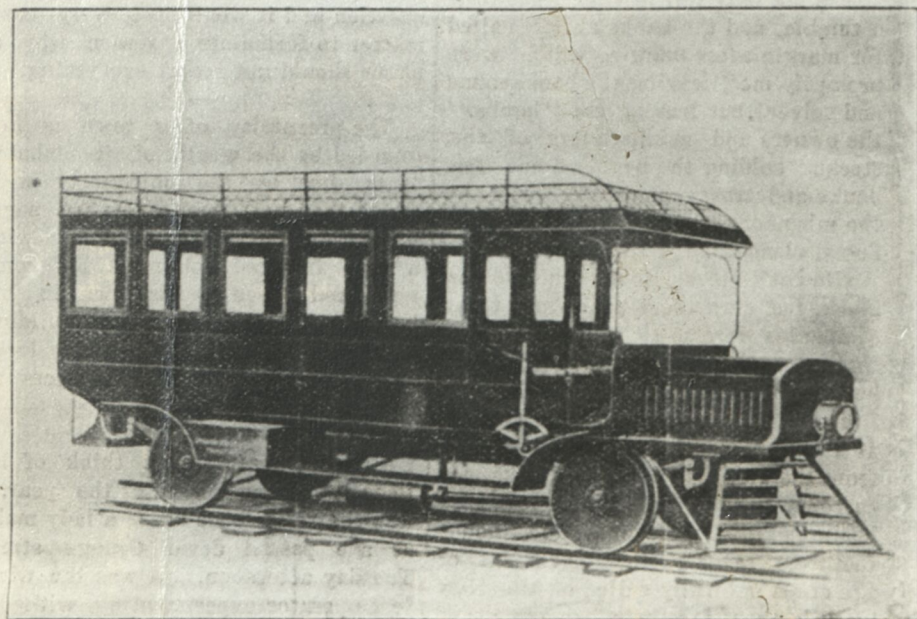
By installing an all-the-year service, the company will be in position to obtain from the post-office department a good yearly contract for the carrying of the government mail, and the village of Siasconset should continue to grow rapidly, as merchants will have a permanent town to draw trade from, and persons desiring to build will readily do so, as property should have a fixed and permanent value, with a quick daily method of transportation between the two places.

The road, by obtaining this new rolling stock, will be able to satisfactorily handle its excursion business, which it was unable to do last year, losing thereby several thousand passengers, who, had they been able to visit Siasconset, would have left the island more than pleased with their visit, some undoubtedly with the intention of returning at some future day either

Christmas.

We stand upon the threshold of another Christmas season, and before our next issue the happiest day of all the year will have come and gone. It is the season of good cheer, when the thoughts of man depart from the ordinary paths of life to a higher plane of usefulness—when the thoughts of the world instinctively turn to the most gladsome day in the annals of the Christian era—the birthday of the Savior. It is the season of the holly and the mistletoe; the time for bright faces, generous impulses, and gladsome greetings; the time for noble resolves to be born—for old animosities to die; a time when the benevolent side of one's nature should eclipse the sordid side; when one's thoughts should be turned towards home and friends. Throughout the civilized world it is the one day out of the three hundred and sixty-five when the trials and troubles of this earthly life are supplanted by the thoughts of the greatest message to man: "Peace on earth, good will to men."

Christmas greetings should be greetings of good will, and Christmas songs should be songs of peace. Every act should be an act of kindness—one that will bring sunshine and joy to those about you. Give freely without hope of return; let your hearts expand, your sympathies enlarge, and keep fresh in mind the fact that Jesus Christ was God's first Christmas gift to a sad and weary world. In that hour was born the spirit of peace and good will which has never died out during the long centuries that have passed. There have been times when its splendor has seemed dimmed, and when men have appeared to forget the sentiments of that first Christmas morning.



The Type of Car to be Used Next Summer.

The introduction of this little car has proved to the satisfaction of the company that the motor car service will fill the bill in every way, and arrangements have already been made for the construction of two larger cars for the summer service, similar to those now in operation on short lines of the Southern Pacific system, where they are a pronounced success.

The accompanying photograph shows one of the twin cars as it will appear when ready for service. It will be seen that this style will be well adapted for Nantucket's summer service, as each car is capable of seating thirty-five persons, and as it is of sixty horse-power, there will be ample power to trail a baggage and freight car or another passenger coach, whenever necessary. The new cars are to be equipped with acetylene gas for lights, and will also have a hot water heating apparatus under the leather-upholstered seats for use during the spring and fall, when the ride back and forth across the island is at times quite chilly. While the cars may be speeded up to forty miles an hour, it will not be necessary to force them to this extent in order to render the service desired. The company will arrange a half hour schedule next summer, which will in reality be beyond the anticipations of our people, even when they were fondly clinging to the mooted establishment of an electric trolley system.

The railroad is nine miles in length, and a half hour schedule will be at a rate slightly over three minutes to a mile, which will assure comfortable and easy transportation. The cars will also be able to trail one of the company's old coaches on emergencies that may arise through excursions and picnics. It is planned to construct a turn-out at the four mile marker, so that cars may leave town and Siasconset every half hour, and pass each other there. The new service will be on about the same lines as a suburban trolley system. Passengers will be able to board cars wherever desired, and motormen will be able to stop cars on notification to him of such desire by the ringing of his bell. This feature in itself should greatly increase the traffic.

The cost of operation to the company will be much less than formerly, as less help will be required, and there will be quite a saving in the consumption of fuel. Such service will do any way with crossing tenders, ticket agents, engineer and fireman, and a large force of trackmen, which it has in the past been necessary to maintain to repair the injury to the road-bed caused by the operation of a twenty-five ton engine and 25-ton train over a thirty-five pound rail about ten times a day.

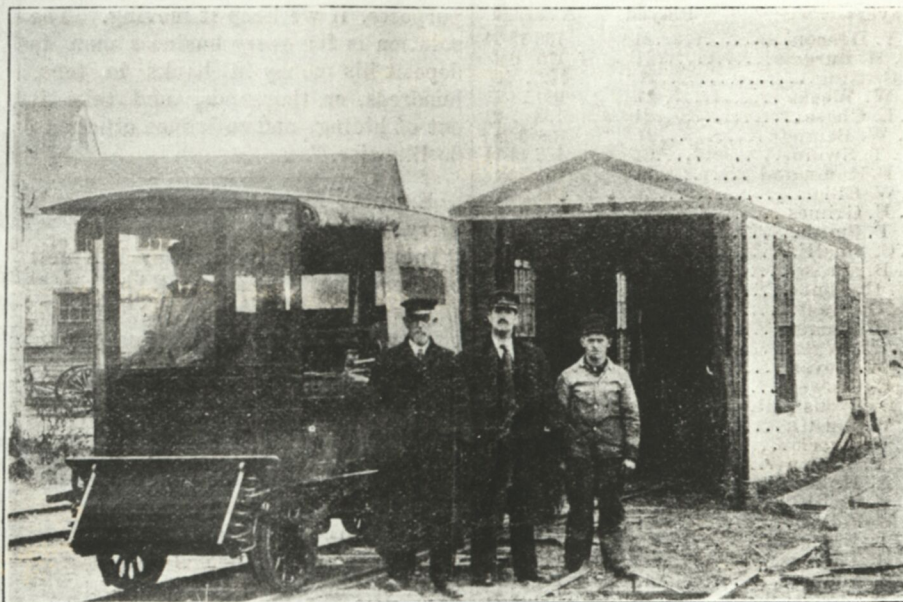
Another plan which the company has under way is the extension of the track down Steamboat wharf as far as the freight house, the details of which are fully outlined in the above diagram. In order to facilitate the

around the corner of the slip, or first basin, where it will be connected by a shed with that on the wharf, permitting passengers to leave the boat and board the motor cars for 'Sconset without exposure to the elements, arriving at their destination within thirty minutes, without the wearisome delay of years past. These changes are to be made in the early spring, the old locomotive and flat cars being used for filling in, and when the work is completed it is probable the locomotive will return to its former parents—the Lynn & Revere Beach railroad—having been supplanted by modern motor cars.

The company intends to sink its track and board in between the first and second basins on the Steamboat wharf, thus enabling passenger teams to cross to their "line-up" without the company's track interfering. The Steamboat company will extend its freight platform about twenty feet, that the railroad's baggage car may run up to the rear of the platform, so that baggage, express and freight may be wheeled through the freight-house

returning at some future day either to build or rent cottages for the season. All of which has been lost to the island and to the company on account of the poor transit facilities in years past. The company will also be in a position to furnish special service during the summer months, whenever the occasion warrants it, by operating its little winter car, either for evening service or chartered trips.

The schedule now in operation is as follows: Leave Nantucket at 7 and 10 a. m. and at 3 p. m., or on arrival of boat. Leave 'Sconset at 8 and 11 a. m., and 4 p. m. Trips will be made on Sundays, as on week-days, omitting the 7 a. m. from Nantucket and the 8 a. m. from 'Sconset. The company has placed on sale a transferable thirty-trip commutation ticket for \$8.00, which brings the price for a single fare down to about 27 cents. Fifteen trip tickets will be sold for \$4.50, and these also will be transferable. This reduces the cost of transportation about one-third, and brings it within the reach of our people who quite frequently make trips to and from 'Sconset during the winter months.



The Winter Car, Manager Thomas G. Macy, Treasurer Cromwell G. Macy, Jr., and Motorman George Olcott.

to the extended platform, and then placed aboard the freight car without interfering with teams, but delivering and receiving matter by way of the freight house platform. This proposed plan may readily be understood by a careful study of the diagram. For the convenience of the merchants in town, and to save the long haul by team from Main street stores to the company's present freight depot on Steamboat wharf, it is planned to remove this freight building and place it so that it adjoins the Main street depot, and to run a short spur of track to it. Merchants desiring to send goods to Siasconset will be able to do so by sending their teams down Main street to Washington street, through to Salem street, and down Salem to the new location of the baggage platform. Thus the baggage car can be brought from the end of the wharf after having been loaded, and thrown onto the siding at the new location of the freight depot, and there finish loading, ready for the motor car to

Boys Got Left.

It was a hiding candy frolic—one of those old-time festal occasions familiar to all Nantucketers—and, as usual, the boys got left and are indignant. The affair was held Wednesday evening, and the young ladies, after cleverly tricking their male friends, stowed themselves away in the dark and dingy basement of Folger Block on Main street, where they sat huddled together, amid the colony of spiders, bugs and cob-webs, for two solid hours, emerging at the appointed hour, vowing that "it was lots of fun and they had a lovely time." Not suspecting that the girls were hidden so near at hand, only a few feet from Main street, the boys were scouring the town in search of them, but did not hit upon a clue, and were considerably chagrined when the facts became known. As usual, the girls were too smart for the boys, but the latter are to do the gentlemanly thing and give the girls a right royal spread.

DEC 21 1907

DEC 14 1907

Winter Tickets.

The Nantucket Central Railroad offers for sale a thirty-trip commutation ticket (transferable) for \$8.00, and a fifteen-trip ticket for \$4.50. For sale by T. G. Macy, William Brown Gardner, Siasconset, and office of The Inquirer and Mirror.

DEC 28 1907

A Dangerous Practice.

The majority of our people are giving the new motor car service between town and Sconset hearty endorsement, and the patronage accorded is beyond the expectations of the management. But there is one thing, which either indicates an antagonistic spirit of some one, or else is the result of boyish pranks. Every day, and frequently several times a day, the operator of the motor car finds obstacles placed upon the track near the "clay pits," just beyond the Orange street crossing. Some times it is a stone, but at others it is a rock, a hub of a wheel, or something of the sort placed upon the rails with the apparent intention of throwing the motor car off the track. First along the acts were put down as boyish pranks, and Manager Macy made no complaint to the authorities, thinking the lads would finally grow tired and stop the practice. But instead of getting better the conditions have become worse and it is a common occurrence to find a tree trunk resting upon the rails. If boys are responsible for these acts they should be dealt with sharply, for it is endangering human life, and should the motor car be derailed by hitting some obstruction, some one would undoubtedly be injured, besides damaging the car.

Change of Time.

The Nantucket Central Railroad Company notifies its patrons that for the purpose of giving a prompt Mail Service at Sconset, instead of 3 p. m., Motor Car will leave Nantucket at 2 p. m., or on arrival of boat. Parties desiring to make a special early trip please notify the management. Telephone 13-12.

j4 1m

JAN 18 1908

Nantucket Central Railroad Company

Motor Car Service.

TIME TABLE.

Leaves Nantucket 7 a.m. 10 a.m., 2 p.m.

Leaves Siasconset 8 a. m., 11 a. m., 4 p.m.

*On arrival of boat.

\$Daily, except Sunday,

Express, Baggage and Freight to be left at New Car Barn near Old North Wharf.

30-trip tickets (transferable; good in either direction), \$8.00

15-trip tickets (transferable: good in either direction), \$4.50.

Tickets may be purchased at the company's office (New Car Barn, near Old North Wharf) or at The Inquirer and Mirror Office.

Car may be chartered for special trips at any time by referring to the general manager.

T. G. Macy, General Manager.

JAN 18 1908

Nantucket Central Railroad Company

Motor Car Service.

TIME TABLE.

Leaves Nantucket 2 p.m.

Leaves Siasconset 4 p.m.

*On arrival of boat.

Passage may be obtained on car by notifying the general manager personally or by phone, residence phone number, 111-13, new car barn phone number, 13-12.

Tickets may be purchased from the general manager.

Express, Baggage and Freight to be left at New Car Barn near Old North Wharf.

30-trip tickets (transferable; good in either direction), \$8.00.


15-trip tickets (transferable: good in either direction), \$4.50.

Car may be chartered for special trips at any time by referring to the general manager.

T. G. Macy, General Manager.

JAN 25 1908

MAY 23 1908



**Nantucket Central
Railroad Company
Motor Car Service.**

On and after May 1, 1908, the spring time table will be operated as follows:


WEEK DAYS.
Leave Nantucket 7 a.m., 2 p.m., *7 p.m.
*On arrival of steamer.
Leave Siasconset 8 30 a.m., 5 p.m., *8 30 p.m.
*1½ hours after arrival of steamer at Nantucket.

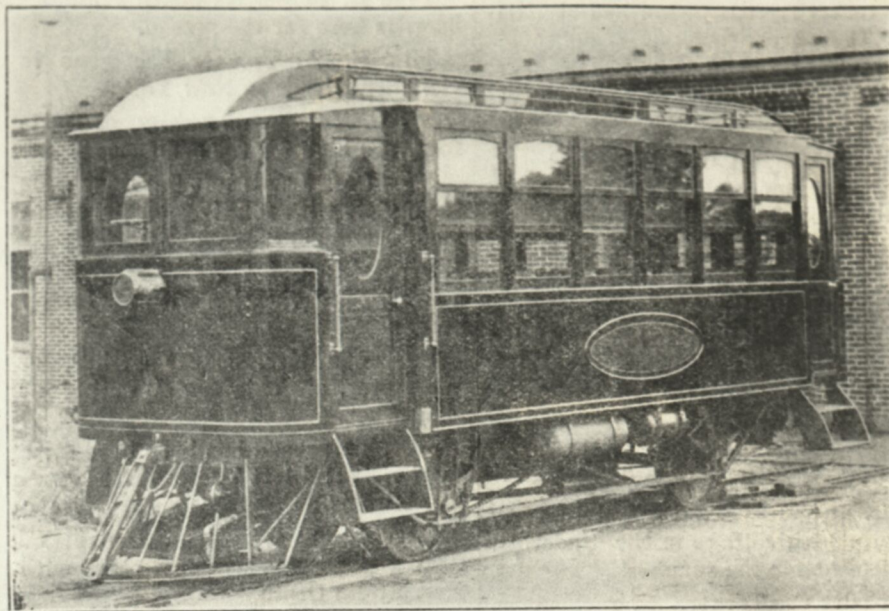
SUNDAYS.
Leave Nantucket 10 30 a.m., 2 30 p.m.
Leave Siasconset 11 45 a.m., 5 p.m.

SUMMER ARRANGEMENT
On and after June 15, 1908, motor cars will leave every hour from each end of the route.

SPECIAL TRIPS
Parties of 8 or less can charter the motor car for round trip to Sconset for \$3.50.
The above schedule is subject to change without notice.

T. G. Macy, General Manager.





The New Motor Car—from a Photograph Taken in the Factory Yard.

The New Motor Car.

We are able to present to our readers this week a photograph of the Nantucket Central's new motor car, taken as it stands in the yard of Mack Brothers' factory at Allentown, Penn., receiving the finishing touches which will make it ready for shipment on July 1st—the contract time. All will admit that the general appearance of the car is excellent, the above cut giving a very good idea of the size and attractive features which the vehicle possesses. It is of nearly the same model as the cars used on suburban trolley lines, having a vestibule on either end, with an aisle running through the centre of the car and seats on each side. It is both comfortable and convenient, and has a seating capacity for thirty persons, but can accommodate at least forty if necessary.

The car is propelled by a 65-horse-power gasoline motor, has a chime whistle, and will be lighted by acetylene. In equipment it is modern in every detail, and is well adapted to the Nantucket-Siasconset service. In the oval panels on each side will appear the word "Nantucket," and on the long panel above the windows the words "Nantucket Central Railroad."

The car is due to reach Woods Hole on the 3d of July, and the management of the company has arranged with Captain Parker J. Hall to be on hand at that time to load the car on board schooner Angler and start with it at once for Nantucket, towing over if necessary. An expert from the factory will accompany the car to Nantucket and have charge of its operation until the company's employees are able to familiarize themselves with every detail of its construction.

Obituary.

After battling with the infirmities of age for several months, David Folger was called to his fathers during the midnight hours of Sunday last and entered into the eternal rest. Another name has been stricken from the ever-lessening roll of the men who knew Nantucket in her palmy days—one who has lived an honored life, possessing the respect and reverence of his fellowmen in a marked degree. David Folger was a man who had met prosperity on the one hand with adversity on the other. He had met the former quietly and borne the latter bravely, and was a man who united sound sense with strong convictions. How much this community owes to his influence during an active life of over four score years cannot be estimated. He was a man of generous impulses, who never forgot the hospitable ways of the pioneer, and he filled the various relations of life in an honest, conscientious manner, winning the love and esteem of his townsmen by a long upright career among them.

David Folger was born in Nantucket on the 3d of September, 1820, and was of Quaker ancestry, being the son of William and Lucy Folger, and one of ten children. In his early manhood he went one voyage whaling, and shortly after his return home engaged in the cooperage business in a building which stood west of Liberty street near the junction with Pearl. In this business he was successful, but in the spring of 1861 he lost all in an incendiary fire which destroyed the building and all it contained. He subsequently engaged in coopering again in a building on Washington street, but the rapid decline of the whaling industry at that period brought no demand for this line of work, and he re-

JUN 27 1908

AUG 1 1908

New Motor Car in Service.

The new motor car for the Nantucket Central Railroad has reached the island at last and was given its trial trip on Thursday. It came over from Woods Hole Tuesday morning on schooner Angler, steamer Petrel having been sent across the previous night to tow the vessel out of the dock and assist her in making the passage across the sound. The trip was uneventful, although a choppy sea was encountered in the sound, and the Angler reached an anchorage in the harbor shortly before the noon hour. She was not docked until after the arrival of the steamer at night, when steamer Petrel ran her up to the wharf, the general manager's private launch Zara acting as tender to the outfit.

There was a goodly number of our people gathered on the wharf to welcome the new arrival, and the car underwent a critical inspection, despite the lateness of the hour. Everybody appeared pleased with this new piece of rolling stock and the excellent appearance of the car brought forth much favorable comment. Indeed, it surpassed the anticipations of the most sanguine, and for several hours there was a steady stream of people heading for the wharf, the word that the motor car had actually reached the dock at Nantucket passing along like wild-fire.

During the evening the car was jacked up, but it was not run onto the dock until Wednesday morning. This was no small task, as the car weighed nearly twelve tons and was an awkward thing to handle, but it was accomplished without a mishap and the Angler was able to be towed out into the stream before the arrival of the noon boat.

To get the car off the dock and on the track was a more difficult job than the workmen figured on, and after working all day without gaining much headway, General Manager Macy appealed to Holmes & Pease to come to the rescue with their heavy moving gear, and by working by lantern-light they had the car on the track shortly after midnight. The trial trip was made soon after 9 o'clock Thursday morning, the motor towing behind a flat car laden with a gang of workmen and the necessary tools to repair the road-bed, there being some doubt about its condition. The trip was made under slow speed and without a hitch anywhere. The track was satisfactory and the car slid along in fine shape. In fact, it returned to town with about fifteen passengers and was able to make the regular trip out at noon upon the arrival of the steamer. A "hot-box" developed late in the afternoon, however, and it was not deemed advisable to have the car make the boat trip until the matter was attended to.

It is probable that the car will be placed in regular service today, although possibly some few adjustments and slight changes will be necessary before the motor is in perfect running order. Frank Mueller, the superintendent of the Mack Brothers factory at Allentown, Pa., and the man who designed and built the car, will remain here long enough to make sure that everything operates as it should and to his personal satisfaction. He has an able assistant in John Lind, an expert machinist sent down from the factory to operate the car, and the two men are giving the closest attention to every little detail. The car has been under construction for several months at the factory of Mack Brothers in Allentown, and it was shipped to Nantucket at the earliest possible moment. It is of heavy construction and built for service, with a four-cylinder gasoline engine of sixty horse-power. It weighs twelve tons, is 25 feet long and 8 feet wide, with a center aisle and a seating capacity for twenty-three people without crowding. The engine is considered one of the finest ever built for this kind of service—in fact, this is the first car of the kind ever put on a narrow-gauge track. The car is propelled by what is called a "selective gear," with three speeds forward and one back. It is driven like an automobile, with a cone clutch and a double-chain drive on the rear axle. The motor makes 800 revolutions per minute at a 20-mile gait, but can be speeded as high as 1500, developing ninety horse-power. It is very economical in the use of gasoline, consuming but 2½ gallons in making the round trip to Sconset on each test that has been given it. The equipment of the car is modern in every detail. It is lighted by acetylene gas, with a powerful search-light in front, and has a pleasant-toned "Gabriel horn" operated by the exhaust from the engine. It has sliding doors, an up-to-date fare register, and brakes on either end. Although the car can make over thirty miles an hour, the company intends to maintain a half-hour schedule between town and Sconset, the same as made with the little "bug" in service since last fall. To the energy and enterprise of the youthful treasurer of the railroad company, Cromwell G. Macy, Jr., our people are indebted for this new and modern method of transportation between Nantucket and Sconset—a great improvement over the ancient locomotive and its rickety train of cars. The new system is about the same as a suburban trolley line, with gasoline as the motive power instead of electricity. Not only will it afford improved passenger transportation between the town and village, but the company is prepared to transport freight and express at reasonable rates, with a service which is bound to be satisfactory to our merchants.

Stepped Overboard.

While watching the work of raising the new motor car upon the deck of schooner Angler, preparatory to its being run onto Steamboat wharf, Tuesday evening, Miss Ida E. Long was the victim of an involuntary bath. It was quite late in the evening when the mishap occurred, but there were enough people gathered about to make considerable excitement for a few minutes. Miss Long was about to follow her companion aboard the vessel, but in the darkness made a misstep and plunged down into the water between the vessel and the wharf. Hardly had she a chance to call for assistance before Capt. Parker J. Hall swung himself over the side of his vessel, and was endeavoring to get his feet near enough for the young woman to grasp them and thus support herself. She was unable to do so, but by this time others had come to her aid, and there was excitement for a minute or two. A rope was lowered into the water and Miss Long and Captain Hall were soon pulled out of the brine onto the vessel's deck. Both were drenched to the skin, but neither experienced any serious effects from the unexpected bath.

AUG 1 1908

General Manager Tumbled.

General Manager Macy of the Nantucket Central is tenderly nursing bruises which he received Thursday by being thrown from the rickety old hand-car, which was being towed behind "the Bug" on the road to town. The car had a propensity to leave the track and the general manager had a propensity to leave the car. The latter landed sortly, with the regulation slide of the base ball player, but the car did not fare so well and now lies a wreck about a mile from town.

SEP 5 1908

Motor Car Sounds No Warning.

Complaint is frequently heard that the Nantucket Central's large motor car does not sound either a bell or a whistle when nearing one of the various crossings within the town limits, and parties out driving have upon several occasions narrowly missed disaster from the unheralded approach of the car. That the car be equipped with a loud whistle or bell is something that the authorities should insist upon in the interests of public safety.

SEP 5 1908

SEP 12 1908

Hearing on 'Sconset Express Charges

In response to the petition filed by a number of business men of 'Sconset, asking that their grievances be heard by the board of railroad commissioners, on the alleged exorbitant rates charged by the Nantucket Central railroad for transporting freight and express matter between Nantucket and 'Sconset, a hearing was held before the commissioners at Boston on Tuesday.

The attendance was small and neither Nantucket or 'Sconset was very largely represented—in fact, only three persons appeared at the hearing: H. C. Phillips, who drew up the protest and represented the petitioners, Henry S. Milton, who represented the railroad, and Delmont L. Weeks, a former owner of the road, who appeared as an interested witness of what took place at the hearing. Mr. Phillips explained the absence of others on the ground that whatever action the board took it could not help their business this year, as the season was about over.

The hearing therefore resolved itself into an historical meeting, in which Mr. Milton, helped out by Mr. Weeks, gave the commissioners some of the interesting history of the Nantucket Central railroad, that stretch of eight miles of narrow gauge track between Nantucket and Siasconset. It wasn't pictured as an alluring piece of property, and it was certainly not made to appear that the present company is making a whole lot of money out of its charges for express and freight. The commissioners did not decide what they would do in the case presented by the petitioners, but from the nature of the case, it was not apparent that the board would force the company to reduce its present charges.

The full board of commissioners was present at the hearing, Walter Perley Hall, chairman; Clinton White and George W. Bishop. Mr. Phillips said the whole matter was before the commissioners in the petition sent to the board. This petition is as follows:

"We, the undersigned, business men of Siasconset, wish to enter a protest against the Nantucket Central railroad company, doing business between Nantucket and Siasconset as common carrier (or should be). Our protest is this: They are making us put our hand in our pocket to rob ourselves. It has got to a climax, where we must protect ourselves against wholesale robbery by way of extortion, if we have goods shipped by them. The only recourse we have is to place the matter before your honorable board, as they claim they have us and will make us settle. This matter will have to be adjusted at once if we are to receive any benefit from it this year. Thanking you in advance for the interest we feel assured you will give us, we await results."

Railroading on Nantucket.

Another chapter has been enacted and closed in the interesting and varied history of the little Nantucket Central Railroad, and the new motor car which supplanted the steam train service the past season, has been returned to the hands of its makers and will be seen here no more. Some day somebody of a literary (?) turn of mind may write a book dealing with the trials and tribulations which have beset this little narrow-gauge railroad ever since its inception twenty-eight years ago, and then, and not until then, will all the details of its harrowed existence be brought to light. In fact, we once overheard D. L. Weeks, former manager of the road, state that he could write a story of "Railroading on Nantucket" which would astonish the world.

The Nantucket Central has had its ups and downs, the latter, perhaps, being the more frequent, but each time it has received a new lease of life and has started out again with Dame Fortune smiling sweetly upon it, only to run head on into another financial snag, with an occasional case of "sidetrack."

With its early history the majority of our readers are doubtless familiar, for its unusual features and its unique existence of several decades have given it more than passing notice in the every-day world. Two years ago the railroad property again changed hands and the season of 1907 was considered a fairly profitable one, with comparatively few mishaps, and the season ended with something to the good. The management then decided to abolish the antiquated locomotive and its rickety line of cars and substitute a more modern method of conveyance. First came "the bug," which proved a good investment all round, but this little motor car now bears strong evidence of having been overworked and is in the hospital for repairs.

The promoters of the scheme may have had the right idea when they decided to introduce motor car service, but there was a delay in the manufacture of the larger car and the most profitable part of the season passed before it reached Nantucket and was placed in service. When it did arrive it met with a series of mishaps, one after the other, being given a rather lively six weeks of service, and now it shows signs of wear—has lost its splendid coat of varnish—a victim of many a contest with the rough and uneven roadbed extending nine miles between Nantucket and Siasconset.

But this was not intended for an obituary notice—we trust the time has not yet come for that, as the railroad is probably now meeting with only another of its "ups and downs"—this time a "down." The manufacturers have asked that the large motor car be returned to them, and in compliance with their wishes it was on Thursday placed aboard of the two-masted schooner Helen at Steamboat wharf, by Holmes & Pease, and has started on its homeward journey to Allentown, Pa. The old locomotive and passenger coach are still resting peacefully in the car-barn on the south beach. Perhaps the former's whistle will be heard again next season. Who knows?

OCT 10 1908

FEB 27 1909

The Railroad.

Nantucketers are wondering what is to become of the Nantucket Central railroad. No developments have been forthcoming since the company announced that it was in financial straits last fall, as the result of its attempt to inaugurate a motor car service between Nantucket and Siasconset with ill success as far as the profits were concerned. What the future of this little narrow gauge will be is a matter for conjecture. There are rumors that one of our local business men would like to get control of the road, but other rumors are afloat (or are they jokes?) that a merger is under way between the Nantucket Central and the New York, New Haven & Hartford.

We can see why the managers of the Nantucket Central would like to get control of the New York, New Haven & Hartford, but fail to see any reason why the latter should desire to control this defunct narrow gauge system, which might be termed something of a cross between a farce and a philanthropy. Withal, we trust the road will be operated the coming season in some manner or other, for it is a real necessity in furthering the prosperity of Siasconset and the welfare of the whole island.

Yesterday we heard that a New York party was endeavoring to secure control of the road in some manner, that it might be operated the coming summer, and that his efforts were being rewarded with a fair amount of success. It was further rumored that if this deal is consummated the road will be managed by a Nantucket party—a successful business man “with a long head,” who always looks before he leaps. Let us hope that the rumors are not without foundation. In fact, we are able to place some credence in the report ourselves from a hint or two which accidentally fell from the lips of this New Yorker last week.

APR 17 1909

Stage Line to 'Sconset.

A new company has been formed in Nantucket to inaugurate a system of passenger and baggage transportation between Nantucket and Siasconset the coming season, by means of stages, the service to start early in May. Orison V. Hull and Houghton Gibbs are the promoters of the project and have secured four of the coaches which for so many years were used on Fifth Avenue in New York city, which will be brought to the island within a week or two. These coaches will each be drawn by a pair of horses, and it is intended to make not less than six round trips over the state highway daily, the stage which goes out to 'Sconset after the arrival of the evening boat remaining in the village over night, so as to bring passengers and baggage down in the morning in time to connect with the early boat. Each of these coaches will seat twenty-two persons, and they are comfortable and easy riding, and in the absence of railroad communication will doubtless be a very acceptable method of transportation between the village and the mother town.

MAY 15 1909

The Railroad.

Rumors are afloat that preparations are being made for placing the Nantucket Central Railroad in operation the coming season, but as far as we have been able to learn there is no foundation for the reports. The statement that the road has been sold to certain New York parties who had inquired the expense of transportation for thousands of sleepers and a quantity of rails to Nantucket, may be accounted for from the fact that inquiries have been made as to the cost of equipping the road for service, in order that some understanding may be obtained before proposals for purchase are submitted.

From the present outlook the road will remain idle the coming summer, unless some deal is made within the next few weeks. Thomas G. Macy, general manager of the latest defunct Nantucket Central company, has been on the island the past week, but he professes no knowledge regarding the future of the road and is of the opinion that it will not be operated this season. The financial affairs of the concern are in a tangle, numerous creditors are clamoring for their money and clamoring in vain. The Windsor Trust Company of New York, which financed the last railroad scheme, is evidently just tumbling to the fact that it is to be the loser in the deal, and consequently matters appear to be hung up for a while.

The latest development in connection with the road was made public this week, when application for the appointment of a receiver was made in the United States circuit court in Boston by the Windsor Trust Company, acting as trustee for the bond holders, upon the claim that the interest on \$17,000 bonds was defaulted on January first last. The application is claimed to be a friendly one, brought with the intention of reorganizing the company in anticipation of this summer's business.

The last report of the railroad, issued on June 30, 1908, showed a deficit of \$607 and assets of \$539. The floating indebtedness at that time was \$13,000, mostly held by Cromwell G. Macy. The company has \$17,000 in bonds and \$18,000 in stock outstanding, according to information given out at the time of the application for a receiver.

We understand that a Nantucket party is anxious to get control of the

We understand that a Nantucket party is anxious to get control of the railroad property, but not at the price set upon it by the owners. In fact, it would appear that the road will have to be sacrificed at some figure which would permit the purchasers to place it in good repair, and then have it in operation at a total cost which would make it a fair investment. No one appears desirous of throwing any more money away on this Nantucket railroad proposition, and possible purchasers are few indeed. It does not appeal to one as a good investment. The condition of the property is not good; extensive repairs are necessary and imperative if the road is to be operated the coming season.

Nantucket needs the railroad. Siasconset needs the railroad. It is to the advantage of the entire island that the road should be operated each successive season; yet the fact that it has never been a paying proposition and has had a varied career with numerous disasters (financially), has lost for the road all the attractions which it ever possessed to investors. No one appears willing to predict what the final fate of the road will be, but let us trust some philanthropist or charitably disposed person will appear shortly and adopt the little narrow-gauge as a pet scheme or hobby.

JUN 19 1909

The Railroad.

After numerous delays, due to the sinking of a barge at the wharf and other similar events, the barges John J. Burlee and Clinton Point reached Nantucket on Sunday, laden with sleepers and rails for the reconstruction of the Nantucket Central railroad, and the work of discharging the two cargoes was commenced immediately at the Straight wharf.

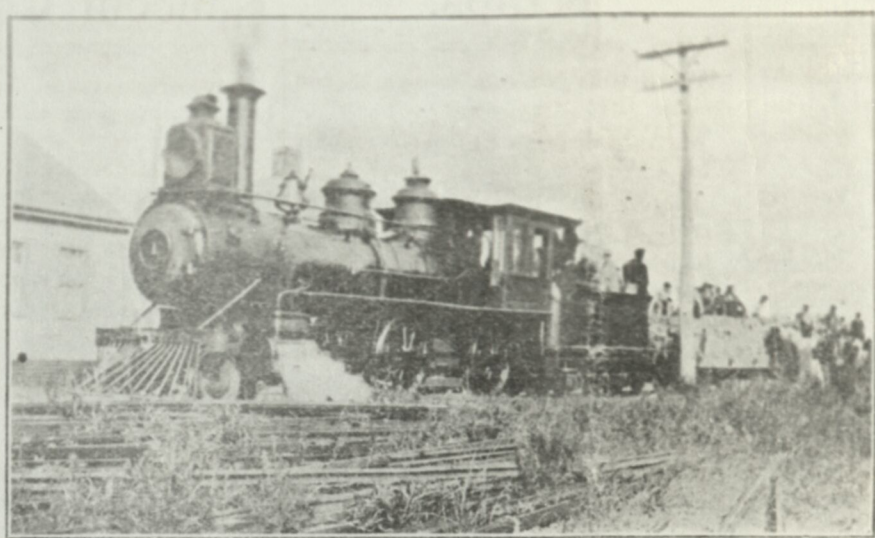
Over one hundred Italian laborers were sent down from the mainland and a gang of about forty Bravas were put on the job, a spur track being run down from the Main street crossing to the wharf, over which the material was transported and then transferred to the flat cars on the main line, another force of men with the locomotive distributing the rails and sleepers along the roadbed, commencing at the 'Sconset end and working toward town.

Excellent progress was made up to the time of the strike on Tuesday and Wednesday, but Superintendent Fleetwood proved himself equal to the emergency and had things in full swing again on Thursday afternoon, since which time the work of unloading the barges and transferring the material has progressed rapidly.

President McCord was here on Thursday and had a conference with Superintendent Fleetwood regarding the reconstruction of the road, which is to be pushed forward steadily, in order that it may be in operation with a complete new track by the Fourth of July. If no more dissension occurs among the laborers, Mr. Fleetwood feels confident that this can be done.

The rails are direct from the factory of the Lackawanna Steel Company of Buffalo, and each one bears the stamp 1909. The sleepers are about twice as heavy as the old ones, and have a substantial look, compared with the rotten pieces of wood which for years past have supported the narrow little rails. To the Nantucketer the work on the railroad looks good, and there are no pessimistic ones around now.

JUN 26 1909



The Start From Town.

Selectman Killen Drives the Golden Spike and G. H. Brinton the Silver One.

On one of the most important trips in its career, the little locomotive of the Nantucket-Siasconset railroad started from the Main street crossing early Tuesday morning, drawing a couple of heavily-laden flat cars, with about seventy-five laborers, and carrying in its caboose as guests of the management, Selectman Killen, Capt. Jonas Smith, Salsbury (the all-important photographer), and a representative of The Inquirer and Mirror. It was a momentous occasion, this cruise over the moors to 'Sconset, for it was to be the last the locomotive would make over the full length of old rusty rails and rotten sleepers, and the crowd was bound out to witness the driving of the first spike in the construction of the new line.

It was, of course, a rough voyage—everybody knew it would be—and the little locomotive, with Superintendent Fleetwood at the throttle, knew better than to attempt any burst of speed,

where one of his prize Jerseys tore it into shreds.

Nothing else of import happened on the trip, and when the outfit pulled up to the landing in front of the Beach House, it stopped to discharge its "ballast" before proceeding to the terminus, and Landlord Brinton had the privilege of escorting Selectman Killen down to the station under the shade of his trusty umbrella. These two gentlemen were to do the honors of the occasion and were to drive the first spikes, and with muscles well limbered by generous applications of Omega oil or some other liniment, they were ready for the first call to action from Superintendent Fleetwood.

It was but a moment's work after the train ran up to the terminus for the gang to start work ripping up the old track, and inside of ten minutes fifty feet of it was deposited on the sides of the road-bed. A large crowd congregated to watch the performance, and a number of the 'Sconseters showed their interest in the event by throwing Old Glory out to the breezes. As



Tearing Up the Old Track.

JUN 26 1909

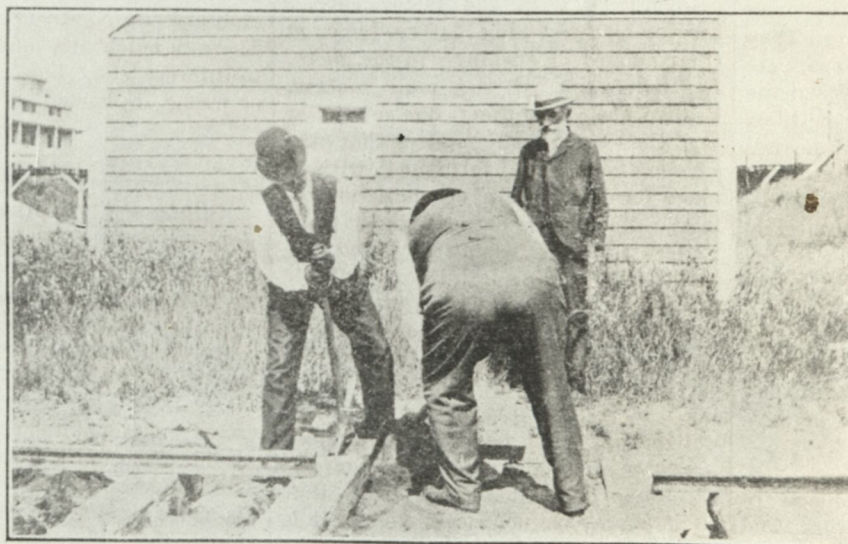
so jogged along at a comfortable gait and kept to the rails. How she did it no one appears to know but Captain Killen, and he held a point of vantage on the port side of the cab, where he kept a critical eye to leeward and could tell "the Super" when it was best to "luff her a bit," as she wended her way across the moors. Some one said that Engineer Hendricks, when he gave the captain a seat of honor in the cab, had his weather eye peeled, for he knew the Captain's buxom form was just the right amount of ballast the locomotive needed to trim her in shape for the nine-mile trip, but the engineer denied any subterfuge on his part, although admitting he was the guilty party who greased the handle of the top-mall with which the Captain was to send home the first spike.

Captain Smith was not at home in the cab and felt uncomfortable and uneasy before the outfit had passed the Goose-Pond. Said he had rather be at the wheel of the Fred Tyler as she "rounded Point Jude" in a nasty southeaster than try and steer a craft like a locomotive over such a crooked course. Captain Smith had his life insured, but that fact did not prevent him from wishing he had something a little more secure under his feet than a fretful locomotive, and when he caught a glimpse of the broad

the rotten sleepers were taken from their sandy beds by the Italian laborers, some of the older members of the audience could not help "reminiscing" and reviving incidents connected with the laying of this same track a quarter of a century ago—for, as a matter of fact, it is just twenty-five years since the railroad was run through to 'Sconset, and at that time "Billy" Clark, the now invalided town crier, had the honor of driving the golden spike.

Twenty-five years is quite a long time, and during that period the little narrow-gauge road has certainly passed through a series of trials and tribulations which would have driven a much larger and more important road to the wall. None of those who were reminiscing ventured the statement that it had been a money-making proposition in the past, but nearly all joined in best wishes for its future prosperity and usefulness in promoting the interests of 'Sconset and Nantucket. In fact, there was not a pessimist gathered within a cable's length of the terminus on Tuesday, although some one offered to bet that Captain Killen would not hit the spike on the head the first blow he struck.

At 8.45 o'clock the first new sleeper was laid on the road-bed, and when fifteen of them were placed in a row, "the Super" gave the word, and two bright and shining new rails were



Selectman Killen and Superintendent Fleetwood Laying the First New Sleeper.

Atlantic as Tom Nevers head was reached he admitted he might be able to last the voyage out, but wished there was some other way in which he could take advantage of the prevailing breeze and head about for Nantucket. Captain Killen said the trouble with Smith was that he was not used to sailing deep-water craft and must be sea-sick, but the latter stuck it out, nevertheless, and the outfit reached 'Sconset safely, without a mishap, except the loss of Dunham's red bandana from one of the flat-cars.

It is alleged that George overheard one or two of the "passengers" bemoaning the fact that the engine was not steaming along with a flag waving at the mast-head, which would be befitting to the occasion, so being of at times of a patriotic turn of mind, he unearthed a nice new red bandana, fresh from Genesky's, and spread it out to the breezes. Everybody appreciated his thoughtfulness but "Snuggly," and he took occasion to tickle Dunham in the ribs and the bandana went sailing across the moors, landing over in Matthew Macy's pas-

brought along and placed in position for the crowning event of the morning. Everybody held their breath as a glittering gold spike was handed to Captain Killen to receive the first blow. The Captain apparently felt the weight of the responsibility which had been placed upon his shoulders—it was no small job to drive the first spike used in the reconstruction of a famous railroad, especially when there were a hundred or so pairs of watchful eyes upon him, half-expectant that the first blow of the top-mall would go wide of its mark.

But that was where the Captain fooled them. He had no intentions of making a miss, and with his head bared and his jacket off, he went at the task in true workmanlike fashion. The first blow rang true, and the next, and the next. The exertion was by this time telling upon the captain, for beads of sweat stood out upon his brow, and his collar commenced to wilt, but notwithstanding all this, we have no doubt the spike would have been sent home without a miss had not

Continued on Fourth Page.

JUL 24 1909

Referring to the Nantucket Central Railroad, the Plymouth Memorial says: "The old line of rails ought to be kept as a relic of one of the crookedest and humpiest railroads that ever existed, but it was a jcy ride to traverse them on a summer day with the cool wind from the ocean blowing through the little cars."



**\$1,000.00
REWARD**

FOR INFORMATION leading to the arrest and conviction of the party or parties that removed fish plates off Nantucket Central R. R. track, on the night of July 22nd, or early morning of July 23rd causing derailment of engine.

J. F. FLEETWOOD,
Supt.

AUG 14 1909

The Railroad.

The notorious Nantucket Central Railroad has passed through another week of trials and tribulations, but has at last emerged from the haze with a clear conscience and offering the island people and the summer visitors the advantage of its new road-bed and comfortable and convenient service. The troubles of the past week have been manifold, but have all been in connection with the locomotive which, a few weeks ago, with lack of dignity deposited itself over the embankment and in consequence wrought havoc to some of its most important parts. In short, it was "internally injured," but its injuries were not fully realized until this week, when it developed a severe attack of indigestion and failed to properly "make steam."

The inspector of railroads passed favorably upon the new road-bed, Monday, and gave permission for the train to be placed in regular service, every detail of the construction of the line being satisfactory to him, and in a perfectly safe condition throughout the nine miles of new iron rails. The week opened most auspiciously, but there was a shadow of the old hoodoo lurking around somewhere, apparently, for the following evening circumstances arose which left the road without an engineer. Superintendent Fleetwood, however, who is a thorough railroad man, took a hand at the throttle, and started from town with the boat train, carrying a heavy load of passengers and freight.

When she steamed out the locomotive was blowing off steam, but a few minutes after the gauge showed that she was not holding up as she ought, and from that time on the train hands had troubles galore. That something was wrong with the boiler was clearly apparent, and it was a long tedious trip which the little train made to 'Sconset that night. The locomotive simply could not hold up steam, and it was along towards 10 o'clock when the village was reached.

All night long Mr. Fleetwood and his assistants worked on the stubborn

When she steamed out the locomotive was blowing off steam, but a few minutes after the gauge showed that she was not holding up as she ought, and from that time on the train hands had troubles galore. That something was wrong with the boiler was clearly apparent, and it was a long tedious trip which the little train made to 'Sconset that night. The locomotive simply could not hold up steam, and it was along towards 10 o'clock when the village was reached.

All night long Mr. Fleetwood and his assistants worked on the stubborn piece of rolling stock, but nothing could coax her to hold up pressure while in motion, and more than one old sleeper was sacrificed in the firepot. However, early in the morning hours the naughty locomotive crawled slowly back to town, the passenger and freight coaches were run down the track a piece, and then the train hands went home to sleep, firmly believing that they had done the best they could, and that nothing remained but to turn the locomotive over to "the doctor's" care.

The next day a force of boiler makers was sent down from New Bedford, and within a few hours they had found the trouble, so that when the new engineer arrived on Thursday, steam was up and the little locomotive was saucily spurring vapor and fairly trembling to be set in motion, so that she could prove that she had fully recovered from her attack of indigestion.

We understand it is the intention of the management to install new equipment and rolling stock next season, the old locomotive being retained in service this year simply because the season is so far advanced. The boiler makers state, however, that the repairs which have been made will undoubtedly last until autumn, so that no more difficulty may be expected with the boiler, and consequently no more interruptions in the service.

It is the universal opinion of those who have taken trips over the line between town and 'Sconset during the last few days that the track is as smooth and comfortable as any of the larger lines on the continent, and that the service now rendered will be better than has ever been afforded since the line was constructed nearly three decades ago.

When the Nantucket railroad scheme was first projected in 1879 it was a somewhat larger scheme from that which actually developed, and our readers will doubtless be interested in reading what the Inquirer and Mirror of August 16, 1879, had to say about it:

The preliminary step toward a railroad between town and Siasconset has been taken this week. On Monday last Mr. Philip Folger, formerly of this town, arrived, in company with a number of civil engineers, and on Tuesday active operations were commenced surveying the route, which was staked from the Springfield House through Chester and West Centre streets, out by the head of Maxcy's pond, thence over Trot's Hills, by a bridge, and through Sheep Pond Valley to the shore, within a short distance of the head of Long Pond, when they turned eastward, skirting the shores by the Surfside property to Toochka, thence across to a point near Philip's Run, and along the regular road to Siasconset. Although this is the route surveyed, the road as now contemplated will continue along from Toochka, by Tom Never's Head, the land of the Sunset Heights company into the village.

It will be necessary to run the road across the Hummock pond, at a point some three hundred feet from the beach. No other obstructions appear along the route. The line as contemplated and surveyed will be laid out on one of Dr. Ewer's large maps, when it will be presented to the New York parties who are interested in the project, for their subscriptions. These parties are very sanguine of the success of the enterprise, and have in view a narrow-gauge road which can be purchased at a low figure and moved here. The estimated cost of the road, over the route surveyed, is \$40,000. Should the route lead from town directly to Surfside, and thence to 'Sconset, the cost would be about \$25,000. The work which has just been completed will be gone over again this fall, when perhaps some slight changes may be made in the route, and if the stock is taken this winter, as there is every reason now to believe it will be, work on the road will commence in the spring, and the road soon after be in operation. The interested parties feel that the invest-

SEP 11 1909

SEP 18 1909

Smallest Road for Sale.

Want to buy a railroad? Don't get scared. Its the smallest one in the country, the Nantucket Central. It runs on the island of Nantucket, from Nantucket town to Siasconset, and runs right back again. Receiver R. G. Dodge wants a customer, because Judge Lowell, of the United States Circuit Court, has entered a foreclosure decree on behalf of the Windsor Trust Company, for unpaid interest on bonds. Don't make up your mind too quickly. The railroad still has ten days in which to pay up its indebtedness, aggregating \$17,685.66, the amount for coupons payable January 1 last, with interest footing up \$530.37, and the outstanding receivers' certificates, authorized by the court to be issued up to \$30,000.—Boston American.

Who Wants to Buy a Railroad?

Judge Lowell of the United States Circuit Court has entered a foreclosure decree in the case of the Windsor Trust Company against the Nantucket Central Railroad Company, under which the property of the defendant will be sold by Receiver R. G. Dodge at a time to be fixed later. However, the railroad has ten days from this decree to pay up its indebtedness, consisting of the amount due the complainant, on bonds with interest, aggregating \$17,685.66, the amount for coupons payable Jan. 1 last with interest footing up \$530.37, and the outstanding receiver's certificates, which are authorized by the Court to be issued up to \$30,000. The bill was brought because of a default in the payment of interest on bonds.—Boston Transcript.

SEP 11 1909

DEC 18 1909

Sale of Railroad Authorized.

The sale of the property and equipment of the Nantucket Central Railroad company, under foreclosure of a mortgage, dated July 1, 1907, and held by the Windsor Trust Co., of New York, is authorized by a decree entered in the United States circuit court by Judge Francis C. Lowell, at Boston, on Saturday last.

The mortgage with accrued interest constitutes a claim of \$17,685. In the bill of complaint brought by the Windsor Trust Co., it is represented that the Nantucket Central Railroad company is entirely insolvent.

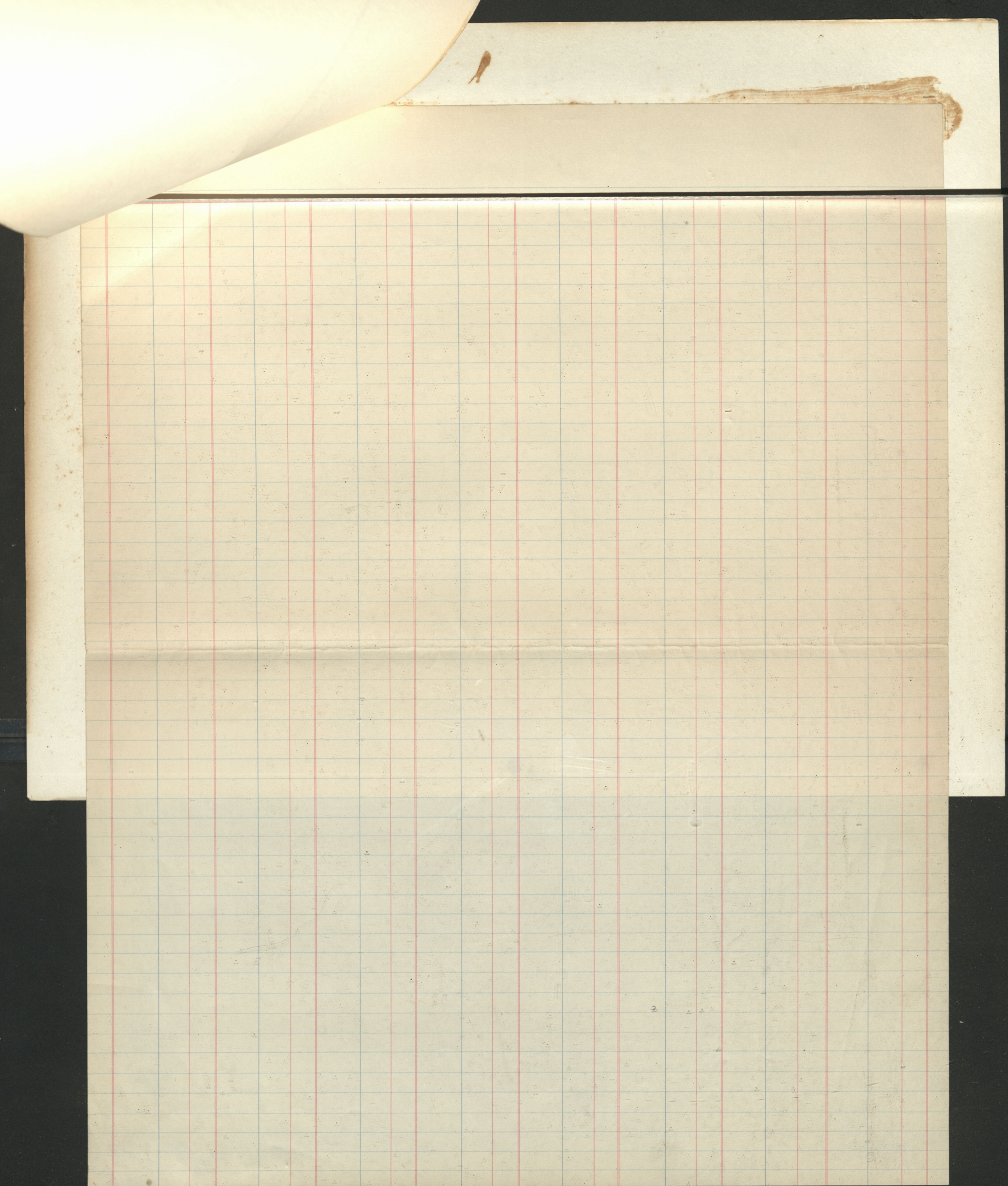
The court decrees that Ira L. McCord, a well known railroad contractor, is authorized to enter into a contract with Robert G. Dodge, receiver of the railroad, to try and put it back onto a paying basis.

The contractor, under a contract made with the receiver and authorized by the court on May 18th last, began repairing the road-bed and rolling stock of the island road.

The Railroad.

It is stated that J. F. Fleetwood, who served as superintendent of the Nantucket Central railroad last summer, has severed his connection with the new ownership, and that some other changes are to be made before the next season opens. The railroad property, recently sold by the receiver, brought \$46,000, the purchaser being I. L. McCord of New York, who presumably acted in the interest of John A. Young of the Windsor Trust Company, which financed the rebuilding of the road-bed last year. Among the improvements scheduled for next year is the addition of new rolling stock, including a locomotive and passenger coaches. Perhaps the ancient railroad has at last really emerged from the haze which has enshrouded its eventful existence of nearly three decades.

Ira L. McCord
Contractor.
Nantucket Central R.R. Co



and Ira L McCord for Wages

Paid Ira L McCord of Comⁿ etc

1909		
May	31	150
	31	55 15
	31	75 20
June	1-5	48 90
	1-5	204 75
	6-12	359 25
	6-12	53 40
	13-15	122 49
June	13-19	157 82
	13-19	86 08
	13-19	53 50
	13-19	383 66
	20-24	393 60
	20-24	603 94
	20-26	160 65
	27-30	489 73
July	1-7	1237 29
	8-14	1426 11
	15-19	382 19
	15-21	918 89
	28	732 44
	31	351 64
Aug	7	793 23
	10	683 3
	14	391 60
	14	600 79
July	21	150
Aug	21	913 8
	21	299 50
	31	275 06
	31	134 50
	31	150
Sept	4	575
	4	6020
	4	9204
	11	8997
	11	11329
	18	10428
	18	6338
		42990

July 21/09 of Comⁿ 1500.
 Sept 1/09 of Comⁿ 800.
 June 29/09 of Wages n/p
 June 21/09 of Wages n/p

Disbursements

Rebuilding Nantucket Central Railroad Co.

1909		1910		Balance	✓ 874.02		
Jul 18	J. Matherwood	175		June 23	E. B. Chate	5	✓
19	Hatch & Co	70		16	NB MV & N St B Co	8	✓
6	Do	255	10/1	15	E. Mezzadri	257.6	✓
8	NB MV & N St B Co	182		19	E. R. Smith	398.7	✓
12	Hatch & Co	25		31	P. O. Bill	75	✓
1	J. C. Jones	584.5		Do	Do	25	✓
17	Edwin R. Smith	572.6		W. Z. Swain & Co	2090	✓	
10	Do	1497 out.		18	Burgess Cranberry Co	30	✓
June 21	Do	2369.80.95		J. B. Mahoney	335	✓	
Jul 27	WV Tel Co	963		28	WV Tel Co	983	✓
10	NB MV & N St B Co	3360		11	Do	877	✓
June 14	H. R. Bond Co	1980		3	NB MV & N St B Co	218	✓
Jul 2	Ry & Spring Co	2705		18	Police Dept	115	✓
16	M. B. Brown Co	3455		5	E. R. Smith	1775	✓
2	Do	9670		12	Do	1836	✓
June 10	2x Co	18	✓	15	W. H. H. & H. R. Co	8050	✓
30	J. Killenston	106440		17	NB MV & N St B Co	9480	✓
28	Do	14487		May 19	N. Y. Switch & Crossing Co	13142	✓
Aug 1	Edwin R. Smith	4094		June 2	H. R. Bond Co	10990	
4	G. E. Moore	3	✓	1	Hall Pickenburg H.	45	✓
2	H. H. Smith	9	✓	14	Do	100	✓
5	NB MV & N St B Co	230		May 27	H. A. Rogers Co	738	✓
July 28	Do	920	28/10	June 1	J. Killenston	3307	✓
21	G. A. Barnett	250		5	WV Tel Co	907	✓
21	P. O. Bill	150		May 31	J. F. Fleetwood	5460	✓
14	C. H. Davis	104		31	W. M. Hendricks	520	✓
8	B. R. Shaw	15	✓	Do	G. L. Bayter & Co	5799.75	✓
31	J. F. Fleetwood	3310		May 18	Lack Steel Co	1276.57	✓
2	Water Co	2125		June 29	Frank Dean Towing	345	✓
31	E. R. Smith	5783	(2 Rept.)	July 14	J. J. Grouard M. D.	12.50	
Aug 1	WV Tel Co	323		Sept 18	Nat'l Employment Exch	3	
Jul 15	E. R. Smith	6566		June 30	J. L. McCord Jr Exp	230.16	
Aug 2	J. C. Jones	4905	(Will send Rept.)	Aug 4	H. A. Robbins	527	
Jul 21	A. B. Hotel Co	1550		18	Cit Gas Elec & P Co	11617	
Aug 2	J. Killenston	145	✓	31	J. F. Fleetwood	1935	
2	Do	22715	22/10	13	WV Tel Co	1081	
4	Holmes & Pease	2110		31	Wm Orpin	550	
23	H. Padlack & Co	23632	23/10	Sept 4	Cit Gas Elec & P Co	4410	
June 2	H. L. Bond Co	10990		June 28	Brown & Co	895	
3	E. H. Jernagew	135		Sept 1	C. H. Davis	813	
1	NB MV & N St B Co	25		4	Ing & Mirror	2375	
1	E. H. Jernagew	165		30	Tafel 1909	5090	
19	NB MV & N St B Co	176				03818	
16	Do	25	✓				
14	P. Keane	1	✓ 7.86				
19	G. A. Barnett	60					
28	P. O. Bill	1	✓				
26	J. H. Bickerstaff	3752					
		8740					

BROWN & CO.

Hardware.

Tinware, Agricultural Implemen s. etc.

MAIN STREET.

Nantucket, Mass., 19

B. L. Fleetwood for R R Dr
To Brown & Co

Sept 7	Putz Potnade ²⁰	Rule ¹⁵	35
4-7	Saw Blads ⁶⁵	Lock ²⁵	90
8-10	2 Churns ³⁰	15 Sh ²⁵	1105
14-15	12 Shais ⁶⁰	Broom ⁵⁰	110
			340

Nov 24th Received payment
Brown & Co

JAN 29 1910

Banish the Locomotive.

Editor of The Inquirer and Mirror:

As an old subscriber and having known Nantucket and kept in close touch with the "tight little island" since the early seventies, when its quaintness and sleepiness were its chief attraction to the stranger, with grass growing up between the cobblestones in the square, and the "Island Home" connecting with the mainland once a day, I may be permitted a word as to how present conditions appear to "progressives."

With the increase of visitors, came an increased demand for facilities for entertainment, and so "old things have passed away," but all things have not become new. A policy which is a mere attempt to meet modern conditions and lags twenty-five or thirty years behind the times, with a disposition to look for immediate and individual profit, and wait for somebody to pull from the outside rather than to push from the inside, is not the method of the twentieth century. If the conditions of fifty years ago prevailed now, Nantucket would be more interesting to strangers than it is at present.

In very many things necessary to a summer resort for rest and recreation, it is at least twenty-five years behind the times and persistently so. Why should anybody be allowed to waste any more money in an antiquated steam locomotive railroad to Siasconset in this century, when the call is to electrify all suburban passenger routes? There is not a railroad manager in the country who would not relegate the steam locomotive to the scrap-heap if it could be done at once without sacrificing a vast amount of capital now planted.

But here in the case of the Nantucket Central was an opportunity to put in operation the most modern and approved method. If you must be behind the times go back to the Capt. Baxter mail and express line, and then with the other conditions of that day Nantucket would be truly antique and therefore interesting. Really, Mr. Editor, can't you "wake 'em up?"

One Who Hollers for Nantucket.
Needham, January 20.

The Railroad.

Considerable interest appears to be manifested at the present time, both locally and abroad, as to just what turn affairs in connection with the Nantucket railroad are liable to take in the near future. A committee of the legislature recently gave a hearing to parties interested in the incorporation of a new company to be known as the "Nantucket Railroad Company," which desired to take over the property of the old Nantucket Central Railroad Company, for the purpose of equipping the road with entire new rolling stock before another season opened, and we are informed (unofficially) that the new outfit has already been contracted for. Further than this, nothing can be learned as to what steps are to be taken this year, although it is stated bids have been called for for furnishing several thousand new sleepers for the road, to be delivered on the Nantucket wharf.

Rushing Work on the Railroad.

It is busy times along the line of the Nantucket railroad, and the indications are most promising. The sound of the locomotive's whistle was heard for the first time on Wednesday, when the antiquated piece of rolling stock steamed out of its winter quarters at the foot of Main street and ran out on the track a short distance to limber up after its several months of inactivity.

A large force of laborers is at work on the road-bed under the direction of William I. Sandsbury, who is again serving as foreman, and about two thousand new ties are to be laid, in order to complete the section of track not rebuilt last year—a short distance near town. The entire length of track is to be levelled up and repaired during the next few weeks, and the locomotive and its line of rickety flat cars are at work transporting sand. For a month the gang of laborers will be kept on the job continually, in order that the system may be in perfect condition when the new rolling stock arrives a few weeks hence.

The old locomotive will only be used while the repair work is in progress, for the passenger service will not start in until the new engine (of the double-end type) and the new coaches arrive. It is intended to have the new rolling stock in operation before June first, the locomotive and cars being brought over by lighters from Woods Hole, to which point they are being taken by the railroad lines from Richmond, Va.

There is a general air of prosperity in connection with the work under way on the little narrow-gauge road, this year, which dispels all pessimism, and the fact that operations have been started early in the spring, immediately after the bill incorporating the new company passed the Massachusetts legislature, and that Engineer Gordon was sent to Nantucket to get things into shape several weeks before the scheduled arrival of the new outfit, are sure signs that the new ownership of the railroad actually "means business."

MAR 19 1910

APR 30 1910

MAY 7 1910

Voucher No. 2

FORM 9.

NANTUCKET CENTRAL R. R. CO.

Sheet No. 1

TO SUNDRY PARTIES

In signing this roll, we acknowledge receipt of all monies due for all labor or service performed for the Nantucket Central R. R. Co., for period ending May 7th 1910

NAME	OCCUPATION	NO. DAYS	RATE	AMOUNT	SIGNATURE	WITNESS
L. S. Gordon	Supt	7				
Wm Sanderson	Foreman	7				
Wm Hendricks	Fireman	7	1 50	10 50	Wm Hendricks	W. Hendricks
Bruce Clifford	Watchman	7	1 50	10 50	X	
John Hendricks	Laborer	5 ¹ / ₄	1 75	9 53	John Hendricks	
John McHale	"	5 ¹ / ₄	1 75	10 11	John McHale	
Bertie Dunham	"	5 ¹ / ₄	1 75	10 11	Bertie Dunham	
Geo Dunham	"	5 ¹ / ₄	1 75	10 11	Geo H Dunham	
Alton Dunham	"	5 ¹ / ₄	1 75	10 11	Alton Dunham	
Manuel Decant	"	5 ¹ / ₄	1 75	10 11	X	W. Hendricks
Joe Martin	"	5 ¹ / ₄	1 75	10 11	X	W. Hendricks
Joe Caronch	"	5 ¹ / ₄	1 75	10 11		
Manuel Burgess	"	5 ¹ / ₄	1 75	10 11	Joe Caronch	W. Hendricks
Wm. Frances	"	5 ¹ / ₄	1 75	10 11	Manuel Burgess	
Geo Spencer	"	5 ¹ / ₄	1 75	10 11	Geo H Spencer	
Tony Sylvia	"	3	1 75	5 25	X	W. Hendricks
Frank Barnard	& team	5 ¹ / ₂ hrs	40	2 20	Frank Barnard	
				139.08		

Expense account to date

Car fare Phoenix to N. Y.	8 30
" " N. Y. " Nantucket	6 35
Time and order books	60
mail handles	56
Postage	50
Rent of letter box	75
Engine oil - 3 gal.	90
	<u>\$17 96</u>

Total \$157 04

Approved:

L. S. Gordon
Superintendent.

MAY 7 1910

Voucher No. 2

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NAME	OCCUPATION	NO. DAYS	RATE	AMOUNT	SIGNATURE	WITNESS
W. S. Gordon	Light	7				
Wm. Sandelburg	Fireman	7	1 50	10 50	Wm. Sandelburg	
Wm. Sandelburg	Fireman	7	1 50	10 50	Wm. Sandelburg	
Wm. Sandelburg	Fireman	7	1 50	10 50	Wm. Sandelburg	

A 409

M. *Order All Loco 10Ks*

Address *Mr J. L. McCord*

Pro. No. *388* No. *44300 N.Y.C.* Station, *190* Month, *190*

Transportation from *New Haven* To THE NEW YORK, NEW HAVEN & HARTFORD R. R. CO., Dr.

W. B. No. *13099* Date *7/24* Pro. No.

Shipper	No.	Articles	Weight	Rate	Charges
<i>Alums</i>		<i>1. Loco tender</i>	<i>65900</i>	<i>90</i>	
			<i>20000</i>		
			<i>41200</i>	<i>16</i>	<i>6592</i>

not deliver without order of
Genl B/L Property returned

FREIGHT BILL

All claims for loss must be made on delivery of goods.
MAKE CHECKS PAYABLE TO THE NEW YORK,
NEW HAVEN & HARTFORD RAILROAD CO.

Received Payment for the Company *8/3*

Advances *59.61*

Total *125.60*

Paid *123.60*

MAY 17 1910

(Jan. '10) A. D. 2-A

Richmond WORKS No. *7* MONTH *May 1910*

IRA L McCORD DATE *May 17 1910*

42 BROADWAY NEW YORK CITY N Y AUDIT No. *13178J*

THE AMERICAN LOCOMOTIVE COMPANY Dr.

30 CHURCH STREET, NEW YORK.

TERMS: NET CASH. REMIT IN NEW YORK FUNDS.

Date of Shipment or Service	Description	Contract price FOB our works	Date of contract	Shop No.	Road No.	1st engine	Via R F & P R R	B/L attached	Freight collect	4307	50
<i>5/14/10</i>	<i>One (1) 10" X 16" Four-coupled tank locomotive Type 244-T 36" gauge</i>		<i>1/20/10</i>	<i>48027</i>	<i>2</i>						
										<i>2500.00</i>	
										<i>1807.50</i>	
										<i>184.82</i>	
										<i>1622.68</i>	

Paid on/c

By Allowance 125.00
" 4th on engine parts 6.36
" Cash on order 53.40
Bah

ORDER NO. REQUISITION NO.

DISTRIBUTION

W. J. McLean CHIEF BILL CLERK

Joseph Davis COMPTROLLER

RECEIVED PAYMENT AUG 18 1910

AMERICAN LOCOMOTIVE COMPANY

TREASURER

ASST. CASHIER

MAY 28 1910

New Rolling Stock at Woods Hole.

As we go to press (Friday afternoon) the new locomotive and coaches for the Nantucket railroad are being placed aboard the barge Success III at Woods Hole, and will be towed across the sound to this island within a day or two. Those who have seen the new rolling stock since it arrived at Woods Hole, state that it has a fine appearance—a marked contrast to the obsolete engine and rickety passenger coach which has been in service here several decades.

MAY 30 1910

New Bedford, Mass., <i>May 30th</i> 19 <i>00</i>	
<i>The Nantucket-R.R.</i>	
To CHAS. E. DAVIS, Dr.	
Submarine Engineer and Contractor.	
Divers and Lighters, Wrecking, Building Sea Walls, Pile Wharves, etc., a Specialty. Dealer in Wharf Piles.	
Surveyor for American Bureau of Shipping.	35 COMMERCIAL STREET.
<i>For freighting cars & engine from Woods Hole to Nantucket as per Charter Party.</i>	
	<i>425 00</i>
<i>For one days Demurrage</i>	
	<i>30 00</i>
	<i>\$ 455 00</i>
<i>Recd Pay</i>	
<i>C. E. Davis</i>	
<i>855</i>	<i>883</i>

JUN 4 1910



A Scene on Commercial Wharf, Sunday Afternoon, May 29th.

New Rolling Stock in Service.

After an eventful existence of nearly three decades, the Nantucket railroad has at last emerged from the mist which has enshrouded its operation from the very start away back in the 80's, and will enter upon the season of 1910 with an entirely new system—new rails, new sleepers, new locomotive, new passenger coaches, having at last replaced the old worn-out equipment with which the road has been operated from its inauguration. From the time the first rail was laid on Nantucket in 1881, the equipment has been second-hand, and the little narrow-gauge road has been the object of ridicule in both prose and poetry. With its rickety old locomotive and out-of-date coach its operation has been fraught with trials and tribulations year after year. How many times the rolling stock has been "off the track" we are unable to state, but in some seasons it seemed to be almost a daily occurrence, and once or twice in years gone by the locomotive even took a bath in the surf at Low Beach, just to vary the monotony.

The operation of the road has been as uncertain as the Nantucket breezes, yet it has been both unique and inter-

surf at Low Beach, just to vary the monotony.

The operation of the road has been as uncertain as the Nantucket breezes, yet it has been both unique and interesting, and its twenty-nine years' experience have brought it more fame than any other road in New England. Hard luck seemed to be against it from the start, yet it several times gave promise of better things, only to meet with fresh obstacles, each new management, after unsuccessful attempts to imbue new life, leaving it once more to the tender mercies of cruel fate. Two years ago "the Macy syndicate" secured control of the road and endeavored to replace the antiquated locomotive and passenger coach with a modern motor car equipment, but the scheme was a failure, the road went into the receiver's hands, and things again looked black for the Nantucket Central.

As it proved, however, it has been the salvation of the little narrow-gauge system, for prominent New York financiers came forward with an offer to advance the money necessary to rebuild the road-bed, and last season an entire new stretch of track was laid across the island, at an expense of some thirty or forty thousand dollars. Once more the future looked bright, yet just as the season opened, the old locomotive "turned turtle" down on the south beach, and the service was thereby delayed several weeks in consequence of the mishap. The past winter, however, has resulted in the incorporation of a new company under the laws of Massachusetts, known as the "Nantucket Railroad Company"—the "Central" has been dropped—more money was advanced, a new locomotive and two new passenger coaches were ordered built, and the season of 1910 opens with a transportation system between Nantucket and Sconset as perfect in every particular as could be wished.

The old rolling stock, which for so many years has been an eye-sore to everybody interested in the island, is

JUN 4 1910

The old rolling stock, which for so many years has been an eye-sore to everybody interested in the island, is to be banished to the scrap-heap, for the old has at last been replaced by the new, and with an entirely new and modern equipment throughout the future looks bright indeed. It is estimated that an outlay of seventy-five thousand dollars has been necessary to reconstruct and refit the Nantucket railroad, and the men who are responsible for the successful culmination of the project are deserving the congratulations and thanks of all Nantucketers for their enterprise—yes, for their philanthropy, for such it is, in a measure.

Last Sunday was the day of all days for the Nantucket railroad, for it witnessed the arrival of the new rolling stock, and the banishment of all shades of pessimism from any connection whatever with the system. Bright and shining in fresh coats of vermillion, direct from the factory in Wilmington, Del., the two new passenger coaches, and the saucy little locomotive which had been built expressly for the Nantucket service at Richmond, Va., rounded Brant point about two o'clock in the afternoon on the steam lighter Success III, in tow of tug S. C. Hart, and but for the fact that it was the Sabbath day, the welcome which would have been accorded the arrival would have been quite demonstrative.

As it was, the water front was soon lined with an interested populace, anxious to get a glimpse of the new outfit, and as the lighter warped her way into the dock between Commercial and Old South wharves, a crowd of at least two hundred persons were assembled to witness the operation. Hardly had the lighter reached a berth before preparations were completed for unloading the cars, and by six o'clock in the evening the two coaches had been swung over onto the pier and were placed on an improvised track ready to be run up to the main line. Early Monday morning the locomotive was placed on the dock, and a couple of hours later the tug and lighter started on the return trip to New Bedford.

Even a casual glance over the new rolling stock gives one the impression that "it is all right." The locomotive, although having the appearance of being somewhat smaller than the old one, is a very compact affair, weighing a half ton more than

Continued on Second Page

New Rolling Stock in Service.

Continued from First Page.

"Dionis," with more horse power, of modern construction, and is built for hard use. It is of the double-end type, with a water tank capable of holding six hundred gallons and capacity for several tons of coal. It is equipped with air-brakes—something which the old rolling stock never had, is devoid of ornamentation—brass and nickel-work, etc.—and bears on its side the words "Nantucket Railroad," with a large figure 2 just below its headlight.

The coaches are finished in an up-to-date manner, with comfortable upholstered seats, toilets, water tanks, highly-polished brass lamps, etc., the interior finish being in the light wood effect. The main passenger car has seating capacity for about sixty persons, the other being a combination coach and baggage-car, the baggage-room being equipped with a desk, rolling side doors and other conveniences. The whole equipment brings with it an air of prosperity which is most pleasing, and the expressions of approval which have been heard on all sides since the arrival of the rolling stock is an indication that our people at last realize that the long-heralded "new outfit" was not a blind scheme, but is actually a reality.

The work of moving the new rolling stock up the wharf to the main track was pushed forward rapidly by William I. Sandsbury, in the capacity of section boss, who had a spur track laid in a sharp curve through a vacant corner lot, and early Wednesday morning the new outfit was in place, Engineer Gordon employing the much-abused "Dionis" in running the new locomotive and coaches down to the switch at the head of Steamboat wharf, where the new train was made up in proper order about 11 o'clock. Mr. Gordon immediately commenced fitting up the locomotive for service, connecting the air-brakes, etc., and Thursday afternoon steam was gotten up in the boiler for the first time, and shortly after 3 o'clock the new outfit pulled out on the road a short distance to loosen up its bearings.

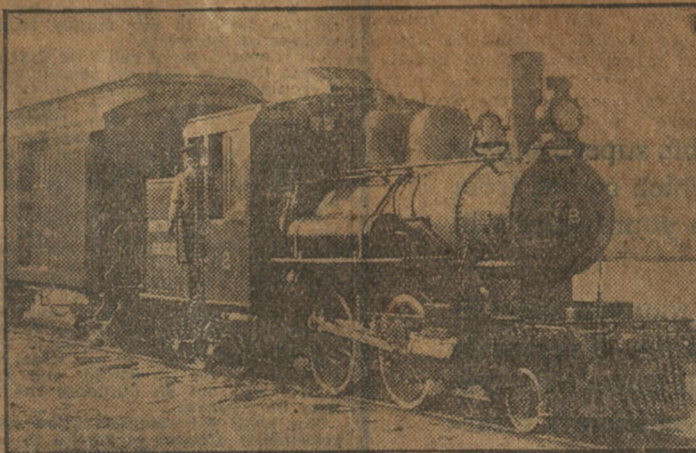
It was a momentous occasion, and as the little locomotive ran its train of cars back and forth an interested crowd of spectators assembled at the foot of Main street to watch its operation. President McCord, of the company, as soon as everything was found to be in proper working order, ordered the engineer to run the outfit along by the South Beach and the Goosepond, that Boyer might take several photographs, and during this ordeal the engine behaved quite nicely, although apparently anxious for the actual trial trip, just to show what it could do.

The system will be placed in operation as soon as possible, and it is the intention of President McCord to run the first passenger train over to Sconset on Sunday afternoon, immediately after the arrival of the boat.

JUN 6 1910

NANTUCKET HAS A REAL RAILROAD.

With New Equipment, the Trains
No Longer Jump the Track.



NANTUCKET'S NEW RAILROAD LOCOMOTIVE.

NANTUCKET, Mass., July 2—Nantucket's new railroad is at last in full operation, much to the delight of those who have occasion to travel between this town and Siasconset.

For years the old Nantucket Central railroad has been one of the jokes of the country. Stories of the train's tendency to run off the track, its plunges into the surf, its rheumatic engine and its "streak-of-rust" rails are legion.

One of the favorite stories of the late Pete Dailey was of mending the old engine with a bit of twine which he happened to have in his pocket, and thereby saving a number of travelers from a night on the moors across which it was wont to travel.

It would seem now that these days of humor are past, for the new equipment is thoroughly up to date, and the management is business-like. New rails, new sleepers, a new locomotive and two brand new coaches and baggage cars have replaced the worn-out equipment with which the road has been operated since its inauguration in 1881. Even when the little narrow-gauge road was first started the outfit was all second-hand. How many times the old engine went off the track no one will ever

know—some seasons it was almost a daily occurrence. Once or twice the locomotive even took a bath in the surf at Low beach, to vary the monotony.

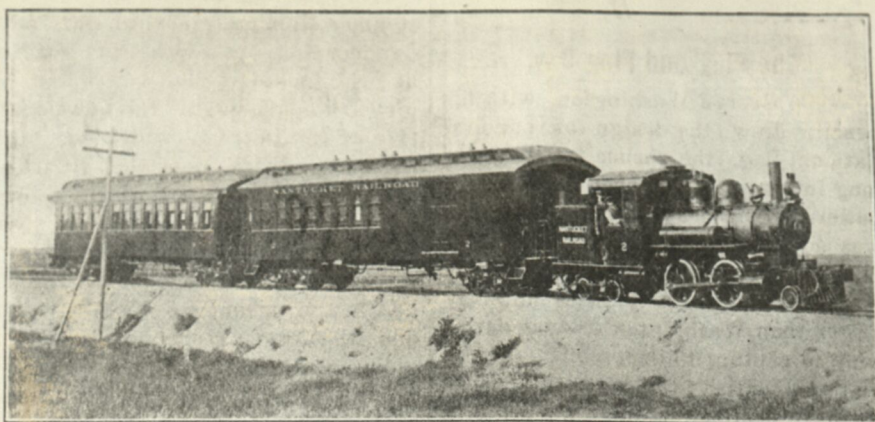
Two years ago a so-called "syndicate" secured control of the road and endeavored to replace the antiquated locomotive with a modern gasoline motor, but the scheme was a failure and the road went into a receiver's hands. Last season several New York financiers took over the property, rebuilt the roadbed at a cost of about \$30,000 and incorporated under the laws of Massachusetts as the Nantucket railroad company—the "Central" having been dropped. The old rolling stock did service for the last time last September, and has now been banished to the junk heap. It has been replaced by a modern narrow-gauge locomotive of the double-end type. The coaches, like the locomotive, come fresh from the factory.

The president of the new company is I. L. McCord of New York. A few days ago the new superintendent, Charles C. Bishop, arrived from New York to take charge. The conductor of the road (there is only one) is William L. Sandbury. Miss Florence Ayer is ticket agent. The road is now running on a schedule of three trains a day each way to and from Sconset, eight miles away.

JUN 6 1910



JUN 6 1910



The New Train on the Nantucket Railroad.

Photo by Boyer.

JUN 11 1910

Railroad in Operation.

The system of the Nantucket Railroad was placed in operation on Tuesday of this week, and the new rolling stock has since been making regular trips between town and 'Sconset, receiving a generous patronage and bringing evidence of the fact that our people have perfect confidence in the road under the new and improved conditions. Nothing but praise has been heard on all sides for the new equipment, and the management of the line has just cause to feel elated at the success which has crowned its efforts to install a new and up-to-date system.

Besides affording a comfortable and easy method of transportation between Nantucket and 'Sconset, the company has placed the fare at a comparatively reasonable price, in view of that in force for years past, the single fare over the road being 35 cents and the round trip fare 60 cents. This month regular trips are to be made as follows:

Leave 'Sconset at 5.45 a. m., 12 noon and 5 p. m. Leave Nantucket at 11 a. m., 1.15 and 7.15 p. m. On Sundays the 5.45 a. m. train from 'Sconset and the 11 a. m. train from Nantucket will be omitted.

L. S. Gordon will serve as superintendent this season and William I. Sandsbury as conductor. Miss Florence Ayers will again be in charge of the station on the wharf.



LAMENT FOR A FAVORITE LOCOMOTIVE.

Air: "The Harp That Once Through Tara's Ha'ls"

O, where is dear Dionis now
And all her festive train?
The headlight on her iron brow
We seek, alas, in vain!
In rows the silent sleepers lie,
No warning toot they hear,
Nor tremble as she rushes by
The hills of Nobadeer.

To "'Sconset," her beloved mate,
She loaned a rib or two,
A valve, a piston and a grate,
Which left her feeling blue.
Old "'Sconset" hobbled out one morn,
And never home came he;
Said poor Dionis, lone and lorn,
"Late hath no charms for me."

Next morning, like a lightning flash
She scuttled out of town;
At Nobadeer, with one fell splash,
She to the deep went down.
They said she only sought to cool
The fever in her blood,
And mistook for a wayside pool
The ocean's raging flood.

Those dulcet strains we loved to hear
Along the Goose-pond shore
Are silent now—alas, we fear
Forever—evermore!
Oh, cruel irony of fate
That such a road should rust,
And all the frogs may hibernate
Beneath the drifted dust!

O, flagman by the Goose-pond shore
Your banner waves in vain;
For you shall greet, O, nevermore,
Dionis and her train!
Be yours a heartfelt sympathy
For strangers at our gate,
Who, in the station, mournfully
With season tickets wait!

And when the doughty William D.
Says, "Go-o-o and see the surf!"
A mighty host will eagerly
Go tramping o'er the turf.
And, as with disappointed glare
They find it simmered down,
O, fancy them, with injured air,
Come trudging back to town.

Still oft on moonlight summer night
May dreamers hear again
Dionis, as in spectral flight
She scuttles o'er the plain.
From lonely hills of Nobadeer
Reverberate once more
Those witching strains we loved to hear
Along the Goose-pond shore.

—*Inquirer and Mirror, September 9, 1893.*



Vo. No.....

Sheet No.....

Nantucket Central Railroad Co.

Pay Roll Period *June 18th 1900*

NAME	OCCUPATION	NO. HOURS	NO. DAYS	RATE	AMOUNT	RECEIVED PAYMENT
<i>L. S. Cordow</i>	<i>Engineer</i>		<i>7</i>	<i>333 1/3</i>	<i>23 33</i>	<i>Received June 25 1900</i>
<i>Wm. Sandbury</i>	<i>Conductor</i>		<i>7</i>	<i>166 2/3</i>	<i>11 65</i>	<i>Wm. Sandbury</i>
<i>Wm. Hendricks</i>	<i>Fireman</i>		<i>7</i>	<i>1 50</i>	<i>10 50</i>	<i>Wm. Hendricks</i>
<i>Chas. Lamb</i>	<i>N. Watchman</i>		<i>7</i>	<i>1 50</i>	<i>10 50</i>	<i>Charles Lamb</i>
<i>Le Baron Fay</i>	<i>Freight handler</i>		<i>7</i>	<i>1 50</i>	<i>10 50</i>	<i>Le Baron Fay</i>
<i>Florence Ayers</i>	<i>Ticket Agent</i>		<i>7</i>	<i>1 28 2/3</i>	<i>9 00</i>	<i>Florence Ayers</i>
<i>Evelyn Holmes</i>	<i>" Scout</i>		<i>7</i>	<i>1 00</i>	<i>7 00</i>	<i>Wm. Sandbury</i>
<i>Merlin Crocker</i>	<i>Section Foreman</i>		<i>6</i>	<i>2 00</i>	<i>12 00</i>	<i>Wm. Crocker</i>
<i>Bertie Dunham</i>	<i>Trackmen</i>		<i>5</i>	<i>1 75</i>	<i>8 75</i>	<i>Bertie Dunham</i>
<i>Alton Dunham</i>	<i>"</i>		<i>5</i>	<i>1 75</i>	<i>8 75</i>	<i>Alton Dunham</i>
<i>Louy Sylvia</i>	<i>"</i>		<i>5</i>	<i>1 75</i>	<i>8 75</i>	<i>+ F. Ayers</i>
<i>Wm. Frances</i>	<i>"</i>		<i>5</i>	<i>1 75</i>	<i>8 75</i>	<i>+ F. Ayers</i>
<i>Frank Freitas</i>	<i>"</i>		<i>5</i>	<i>1 75</i>	<i>8 75</i>	<i>+ F. C. Ayers</i>
<i>Manuel Vecant</i>	<i>"</i>		<i>5</i>	<i>1 75</i>	<i>8 75</i>	<i>+ F. Ayers</i>
<i>Manuel Burgess</i>	<i>"</i>		<i>5</i>	<i>1 75</i>	<i>8 75</i>	<i>Manuel Burgess</i>
<i>Charles Thurston</i>	<i>Baggage Transfer</i>		<i>7</i>	<i>2 00</i>	<i>14 00</i>	<i>Charles Thurston</i>
<i>Wm. Blount</i>	<i>Flagman</i>		<i>7</i>	<i>43</i>	<i>3 00</i>	<i>Wm. Blount</i>
<i>Robert Hendricks</i>	<i>"</i>		<i>7</i>	<i>43</i>	<i>3 00</i>	<i>Robert Hendricks</i>
<i>Byron Sylvaro</i>	<i>"</i>		<i>7</i>	<i>57</i>	<i>4 00</i>	<i>Byron Sylvaro</i>
Totals					<i>179 73</i>	

JUL 29 1911

Nantucket Railroad Prospering.

The stock-holders of the Nantucket Railroad have for some time been considering ways and means to further improve the property, and to build up the business of the road, and as the undertaking demanded more of Mr. McCord's time than he could consistently give, a change in the board was made, electing Ten Eyck R. Beardsley president, Edgar J. Hollister treasurer, and R. T. Fitz-Randolph clerk.

The care and management of the property has been placed in the hands of Eugene Carpenter, of Newton, who is experienced in this line of work. L. E. Adams, who was appointed temporary superintendent of the road last spring, will be succeeded by Mr. Carpenter's representative, Ralph B. Colburn, of Holliston.

The road has prospered under Mr. McCord and has this season, up to date, without extra assistance, handled fifty per cent. more business than last year. Much credit is due Mr. Adams and each member of the working force for what has been accomplished.

Trains now take on and let off passengers at Mile Stone Farm, Tom Nevers Head, Low Beach and the Beach House, and it is proposed to build small stations at these places for next season, and make regular stops. These improvements, with a purchase of additional cars, will accommodate the growing business.

AUG 19 1911

Train Service to the Fair Grounds.

During the two fair days next week, frequent trains will be run to and from the fair grounds, over the Nantucket railroad, for the accommodation of persons desiring comfortable, easy and inexpensive transportation to the very gate of the grounds. During the afternoons trips will be made with intervals of fifteen or twenty minutes, and all the regular scheduled trains will stop at the grounds both ways. Round trip tickets may be purchased, if desired, covering transportation both ways and admission to the grounds, and the train will make stops at the Main street crossing, which convenience will be appreciated.

NUMBER
11

UNITED STATES OF AMERICA

State of New York

Nantucket
Central Railway
Company

PER 5 CENT
COLLATERAL
GOLD NOTE

\$500

PRINCIPAL DUE
SEPTEMBER 1st, 1913

INTEREST PAYABLE
March 1st & September 1st

Principal and Interest
payable at the office of the
Morse & Co. Company
in the City of New York

★ SPECIMEN ★

its Treasurer, all on the first day of September, 1910.

Nantucket Central Railway Company,

By _____ PRESIDENT.

Attest: _____ SECRETARY.

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PER 5 CENT
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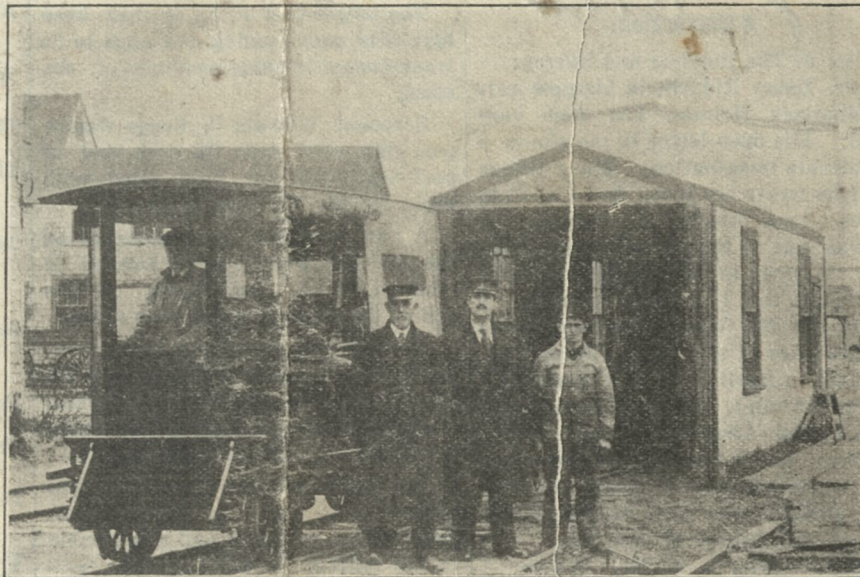
MAY 23 1912

THE RESURRECTED "BUG"

"The Bug," Nantucket's Famous "Benzine Buggy," After a Three Years' Rest, is Once More in Service, and as Ridiculous as Ever as a Means of Transportation. The Only "Bug" of the Species Known to Be in Existence at the Present Time.

The accompanying photo of "The Bug" was taken in December, 1907, when the little motor car entered upon "winter service." In the picture are Thomas G. Macy, then general manager of the Nantucket Central Railroad Company, Cromwell G. Macy, Jr., treasurer of the company, and George Olcott, the motorman.

The "Bug" apparently died an untimely death in 1908, after a brief but varied career, and for three years it has rested peacefully, only to be resurrected this spring to do temporary service between Nantucket and Sconset while the regular train equipment is being over-hauled.



WHEN YOU NAVIGATE THE BUG.

Come to 'Sconset in the summer
If you want to see a hummer!
Ne'er a vehicle was hummer
Than this funny little bug.
Tho' you leave behind the ocean,
With its rocking-horsey motion,
What a terrible commotion
When you navigate the bug!
As you glide along the trail,
Head and heart alike do quail—
'Spechly if you're on the tail—
When you navigate the bug.
Chug-a-chug and chug-a-chugger
Of the bird-cage and the bugger!
If you get a seat just hug'er—
When you navigate the bug.
Now you round Tom Never's Head
And you sight the little shed,
Scarcely more alive than dead—
Oh, the journey on the bug!
Team or wagon, horse or pony,
Rig or rack, if e'er so bony,
Take me back to dear old Coney—
Never more upon the bug!

Bennett, 1908.

Published in The Inquirer and Mirror, issue
September 12, 1908.

ODE TO "THE BUG."

When Teddy goes to Africa
With camera and gun
To study Natural History
Afair from Washington,
He'll find the rhinoceros
And the apes with ugly mugs—
But he'll have to come to 'Sconset
If he wants to study Bugs.
Oh, that funny little Bug,
Hear his coughing chug-a-chug!
See him swing his little tail
As he canters o'er the rail
From Nantucket to his bighouse by the sea!
He's a nightmare, he's a dream,
And his appetite is keen,
For he feeds on gasoline
And his like is yet unknown to historee.
Every now and then he tries to
Skid along the rotten ties to
Shorten up the journey from Nantucket,
And his single eye gleams red
When he rounds Tom Never's Head
And he sees his little shed
He is lucky if he doesn't kick the bucket.
But he does the best he can
Over seven miles of sand,
Though they tell me that he sometimes leaves
his tail!
Every day this fiery dragon
With his tynsy little wagon
Like a sailor with a jag on
Comes careering o'er the crooked iron rail.
And though rocky as to rail
And occasionally late,
He is sure to keep his date,
And he never yet forgot to bring the mail!

J. L. Wood.

Dallas, Texas, August, 1907.
Published in The Inquirer and Mirror, issue
of September 5, 1908.

THE RESURRECTION OF "THE BUG."

Now that dainty little bug,
With its funny chug-a-chug,
Has come for one more summer
To serve again as "hummer"
Due to 'Sconset by the sea
Tho' 'twas gone but three short years
We all greet it with loud cheers
When we see it swing its tail
And go cant'ring o'er the rail—
Bound for 'Sconset by the sea.
And tho' we oft-times make fun
We are glad to hear it run—
Like to see it skim the track—
Hear the frightened ducklings quack—
On the way to 'Sconset by the sea.
Now it never takes the mails
As it canters o'er the rails—
But passengers in state
Oft are carried out quite late
Down to 'Sconset by the sea.
'Course it makes the best of time—
Beats the engine of the line
By 'leven minutes—more or less—
More, perhaps, 'tis safe to guess—
Going to 'Sconset by the sea.
Tho' the "bird-cage" has departed
Still commotion's often started
When the "bug's" to leave her berth
To make a break for all she's worth
To reach old 'Sconset by the sea.
As she skids along Low Beach—
Gives that awful funny screech—
You're so glad that you are there
Heart at once feels free from care—
Rocking out to 'Sconset by the sea.
But—no more upon "The Bug,"
With its coughing chug-a-chug—
No more rocking-horsey motion,
No more terrible commotion—
By train to 'Sconset by the sea.

N. H. S., '07.

Nantucket, May 23, 1912.

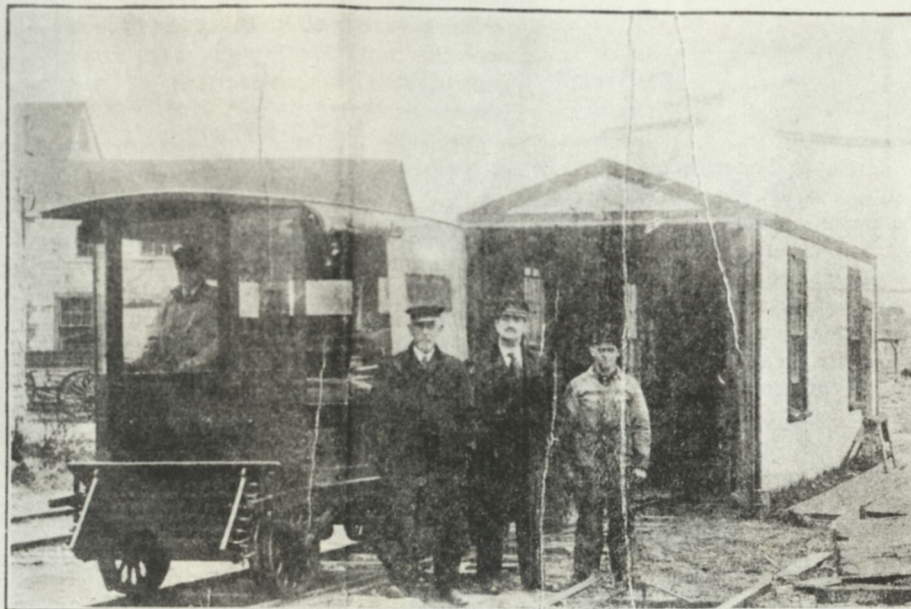
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Take me back to dear old Coney—
Never more upon the bug!

Bennett, 1908.

Published in The Inquirer and Mirror, issue of September 12, 1908.

To change the subject, what do you think of Taft's chances now?

FRANTIC WITH ITCHING

SAXO SALVE IS OUR NEW GUARANTEED REMEDY.

Try it at Our Risk.

Children, and grown persons too, are so often driven almost frantic with the intolerable itching and burning of eczema and other skin troubles, that a remedy which will not only secure their immediate comfort, but also clear away the eruption in a short time, is nothing less than a public benefit.

It is remarkable that so mild and harmless an application as our new Saxo Salve can do so much for the

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With camera and gun
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J. L. Wood.

Dallas, Texas, August, 1908.

Published in The Inquirer and Mirror, issue of September 5, 1908.

Newspaper Space.

Every line in a newspaper costs its publisher something. If it is to benefit some individual, he may fairly expect it to pay something. You do not go into a grocery store and ask the proprietor to hand you out ten pounds of sugar for nothing, even though the

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N. H. S., '07.

Nantucket, May 23, 1912.

JUN 14 1912

Troubles Never Come Singly.

Jeremiah Diamond, who will go down in history as "the man who squashed The Bug," has other troubles on his hands at present, which are of a more personal nature than the mere smashing of the Nantucket Railroad's little benzine buggy. Diamond used to live in Gay Head—in fact, he was one of the prominent citizens of the town and was the town clerk up to 1912. A short time ago, however, he came over to Nantucket to reside and opened a shop at the head of Old North wharf, where he advertised to do "gasoline engine repairing and general jobbing." In this direction he undoubtedly did a most successful job with "The Bug," and had not fully recovered from the effects of his thrilling leap for life through the air as the little car smashed into the locomotive, before William Henry Jones, local deputy fish and game warden, appeared with a warrant for his arrest for an alleged shortage in his accounts as the town clerk of Gay Head.

The warrant was issued Wednesday morning by Judge Eldridge, of the district court for Dukes county, upon complaint of Deputy Fish and Game Warden David, of Taunton, who, at the time, had no knowledge of Diamond's whereabouts. Warden Jones, however, knew that a man named Diamond was residing here this spring—in fact, the whole town knew that it was Diamond who squashed The Bug—and consequently there was no delay in apprising him of the fact that his presence was very much desired over on the Vineyard.

The complaint against Diamond alleges that he failed to account to the state for all the money he received for hunters' license fees while he was town clerk of Gay Head, and the shortage is alleged to be something over \$300. At any rate, the action of the Dukes county court made it necessary that Diamond take a trip over to the Vineyard on Thursday, to there answer to the charges preferred against him.

JUN 22 1912

Let Nantucket Grow!

Editor of The Inquirer and Mirror:

I quite agree with Mr. Carlisle in saying that Nantucket's prospects as a resort should not be held-up because some of the native horses might need to be trained to be fearless of motors. The steaming and snorting "Dionis" of the railroad now has no terror for them, although seldom encountered; neither would they have any of the auto-cars if their owners would properly introduce them.

Give Nantucket, as a summer resort, a chance to grow up first-class. Our roads are being improved. They will not always be soft sand. What is good for Southampton, Block Island and Marthas Vineyard, would be good for Nantucket.

B. V. R.

AUG 10 1912

Train Has Wharf Connections.

Yesterday (Friday) morning, just previous to the departure of the boat, the train was run down on the wharf, over the new line of track, for the first time. In order to permit its passage the end of the wharf shed had been cut off several feet and an electric light pole was moved back some distance, allowing the cars to be backed down along the north side of the basin to the platform at the rear of the freight-house.

The improvement is in the line of better service for both passenger and freight transportation. People bound for Sconset will no longer be obliged to trudge through the sand and mud from the steamboat landing to the railroad depot five or six hundred feet up the wharf. They will be able to step into the passage coach without leaving the plank-walk and without exposure to the elements. Freight and baggage will be loaded direct from the wharf, doing away with the service of a team in transporting it to and fro, as in years past.

JUN 22 1912

Nantucket Railroad Co.

TIME-TABLE.

Leave Sconset—
6 a.m., 11.15 a.m., 3 p.m., 5.30 p.m.
Leave Nantucket—
7.45 a.m., 1.30 p.m., 4 p.m., 7 p.m.

SUNDAY

Leave Sconset—11.45 a.m., 5.30 p.m.
Leave Nantucket—1.30 p.m., 7 p.m.

AUG 17 1912

When the Limited Sets Sail at Twilight.

It is always interesting to watch the departure of the train from Nantucket for 'Sconset village nine miles away, but it is especially interesting at twilight, just after the steamer has docked for the night. It should here be said that the train runs strictly according to schedule. It matters not if the boat is in before 7.00 o'clock, the "limited" will not start away before 7.15. So with three-quarters of an hour leeway the other night, the train hands were taking it easy and there was not an ill-natured person anywhere around. Conductor Sandsbury, fresh from his evening meal, was in his customary good humor and even the boney white horse which carted the trunks over from the wharf was feeling frisky. On the platform near the baggage car reposed a galvanized pail, with a bunch of wet seaweed hanging over the side. The onlookers had for some minutes been pondering over its contents. Finally one of them blurted out:

"What you lugging seaweed out to 'Sconset for, Billy?"

"That's what I am going to have for my other supper tonight," was the reply. And delving his hand into the seaweed Billy brought forth a fat, lively crab. "Ouch! Blankety-blank-blank! * !! * ?? * !!! Giminy crickets! He got me that time!"

"What's the matter? Crab bite you?"

"Bite me? Well, I guess he did. Didn't you see me slat him off? Took a junk of the hide right off and drew the juice. Guess I'll let him alone till I get out to the other end, and then I'll pay him back. Wouldn't have bitten me, anyway, if I hadn't been looking at that fairy."

The crab was jammed into the pail of seaweed again, and the conductor grabbed his lantern and began calling off the numbers of the trunks which the lanky horse had pulled over to the platform. The "fairy" was out of sight by this time, but the conductor was handicapped by the bitten finger, although his good nature was not marred.

"5207, trunk. Got that, Miss Walker? 5208, suit case. Got that? 5210, another trunk. Got that? Say, mister, did you see your other trunk aboard the boat? No! Well, it'll come tomorrow, all right. Any shorts today, Charlie? What's the matter with that lamp in the baggage car, Oldrich? Can't light it! Let me have it. Never saw the lamp yet that I couldn't light." And the conductor pulled up the wick, rubbed off the charred portion and handed it back. "She'll burn now. Things have got to be in shape on this train."

By that time the express team had backed up. "Here's a barrel of meat. Hear it rattle. Lots of the meat comes in barrels and it usually rattles when it comes that way. Here's two cases of fresh 'Sconset eggs just arrived. Fresh eggs for breakfast to-

to be in shape on this train."

By that time the express team had backed up. "Here's a barrel of meat. Hear it rattle. Lots of the meat comes in barrels and it usually rattles when it comes that way. Here's two cases of fresh 'Sconset eggs just arrived. Fresh eggs for breakfast tomorrow—laid somewhere over on the Cape. Hullo! Ma's ordered a new bunnet. And here's a barrel of fresh fish. Nearest it ever came to Nantucket waters was when it crossed the sound this afternoon. Guess somebody's going to have a new bathing suit. Nope! Nothing C. O. D. tonight. Everybody pays their bills over in 'Sconset."

"Package there for the news stand?" came forth from the office.

"Yes, here's one. Didn't come by express, though. Say, isn't that fairy heavily veiled? Yes, better charge fifteen cents for that package. Really ought to make it a quarter, though, for the company needs the money. That all you got tonight, Tar? Ah! Here's something marked perishable. More of that cheap rum, I suppose—always send it marked perishable. All aboard! Yes'm, in about ten minutes we'll be sailing across the moors. My, but that crab bit hard! Stings like the dickens! Wonder if they are going to pass those around? All aboard, girls! Train's going to start now! All aboard!! Say, Harold, don't chuck in any coal till after we get over the Goosepond. The folks down on Poverty point have got their washing on the line. All abo-o-a-ard! Now we're off!"

And with a wave of his lantern to the engineer, the entertaining and versatile conductor swung aboard the slowly moving train. The last heard from him was: "Haul your legs in there, Oldrich, or you'll get 'em taken off when we go through the tunnel!" The little train soon chugged out of sight, but the bystanders stayed to watch another maneuver.

The same lean, lanky horse was unhitched from his wagon and driven up onto the track at the siding, where stood an empty flat car. A rope was attached to the whiffle-tree and the other end to the car, and after a few preliminaries the outfit started along the track at a snail's pace—bound south a short distance, to be loaded with coal and lumber during the night, so that it might be ready for the train when it makes its first trip out in the morning. The book-keeper closed up her books for the night, turned out the electric light, and the superintendent turned the key in the door and "all hands" went home. It was interesting to watch, and they say it is just as interesting every night—that is, minus the crab incident.

Number I.

1000 Shares.

AUTHORIZED CAPITAL STOCK, \$100,000.

Shares \$100. each.

Full Paid and Non-Assessable.

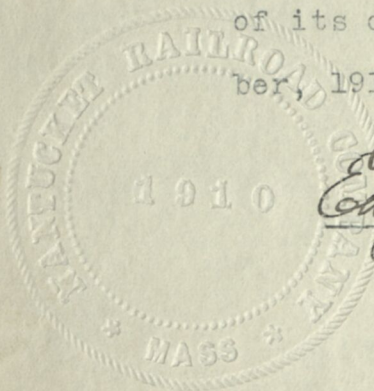
NANTUCKET RAILROAD COMPANY

(Incorporated under the Laws of the Commonwealth of Massachusetts)

.....

THIS IS TO CERTIFY, That HENRY FRANCIS WHITNEY is the owner of One Thousand shares of the capital stock of Nantucket Railroad Company, transferrable only on the books of the company by the holder hereof in person or by attorney, upon surrender of this certificate.

WITNESS, the seal of the company and the signatures of its duly authorized officers affixed this 23rd day of September, 1911.



Edgar J. Hollister
Treasurer

Treasurer

Benjamin B. Patten
President.

President.

FOR VALUE RECEIVED, _____ hereby sell, assign and transfer unto _____ shares of the capital stock represented by the foregoing certificate, and do hereby irrevocably constitute and appoint _____ attorney to transfer the said stock on the books of the Nantucket Railroad Company with full power of substitution in the premises.

Dated, _____, 191 _____

In Presence of:

R. Lawrence Cady

CANCELLED
FEB 2 1912
Trust Company

JUN 6 1914

Nantucket Railroad Company

SUMMER SCHEDULE

in effect

Monday, June 8th, 1914

WEEK DAYS

Leave Siasconset 6 a. m., 9.00 a. m.,
12 m., 2.00 p. m., 5.30 p. m.

Leave Nantucket 7.30 a. m., 10.30 a.
m., *1.15 p. m., 4.00 p. m., *7.15 p. m.

SUNDAYS

Leave Siasconset 12.15 p. m., 2.30 p.
m., 5.30 p. m.

Leave Nantucket *1.30 p. m., 3.30 p.
m., 6.00 p. m.

*The 1.15 p. m. and 7.15 p. m. trains
on week-days and the 1.30 p. m. train
on Sundays, from Nantucket, are sub-
ject to the arrival of the New Bedford
boat.

Flag Stations at Main Street, Orange
Street, Mile-stone Crossing, Tom Nev-
ers Head and Beach House.

The train will stop upon signal at any
point along the moors.

RATES OF FARE—Single trip, 35 cents.
Round trip, 60 cents.

20-trip Transferable ticket, \$5.00—
may be used on any train, regular or
special, by any person or any number
of persons.

A special service is offered to parties
desiring to picnic or gather flowers on
the moors and trains will stop on signal
at any point between Nantucket and
Sconset.

Special trains will be run for thirty
(30) guaranteed passengers, upon short
notice.

We are using coke as locomotive fuel
this season in an endeavor to add to the
cleanliness and comfort of the ride.

ROBERT L. PELLET, Supt.

JUN 5 1915

Nantucket Railroad Company

SUMMER SCHEDULE

in effect Monday, June 7th, 1915.

WEEK DAYS

Leave 'Sconset at 6.00 a. m., 9.00 a. m., 12.00 m., 2.00 p. m., 5 p. m.

Leave Nantucket at 7.30 a. m., 10.30 a. m., 1.15 p. m., 3.30 p. m., 7.15 p. m.

SUNDAYS

Leave 'Sconset at 12.15 p. m., 2.30 p. m., 5.30 p. m.

Leave Nantucket at 1.30 p. m., 3.30 p. m., 6.00 p. m.

The 1.15 p. m. and 7.15 p. m. trains on week days, and the 1.30 p. m. train on Sunday, from Nantucket, are subject to the arrival of the New Bedford boat.

WILLIAM I. SANDSBURY,
my15 tf Superintendent.

"Betty" Finds a Train of Cars Smaller Than Nantucket's.

San Francisco, May 29, 1915.

Dear Father:

The Jewel City, they call it—this Exposition—and no other sobriquet could fit it better. The beautiful tower that dominates it strikes the keynote, glistening in the sun or flashing softly into the bold eyes of inquisitive searchlights that appear when night has fallen. In its rich dress, that tower commands the allegiance of the entire Exposition, and all things follow where it leads. One could not imagine a more harmonious grouping of buildings or more grateful courts and gardens.

I have been here now several weeks; but so far from growing tired, I find that I cannot feast my eyes sufficiently upon the artistic beauty of this wonder city by the sea. It makes me sad to think that it will not last, that in a few short months it will fold its sheeny wings and flit back to the land of dreams from which it sprang. And when it leaves, what will become of the paintings and statues, the needlework and handicraft, the marvelous machines and clever devices, the striking products of nature and of man? Don't say packing cases! Not for worlds would I see all these exhibits coldly consigned to boxes and crates; I prefer to believe that when their time comes, they will have the grace to vanish by innate power, quietly and without notice.

It took a sure hand and a clever brain to lay out this big fair in a way that would be pleasing at first glance and would be increasingly satisfying as time goes on. Eight enormous palaces, headed by the Tower of Jewels, constitute the central group. They are separated from one distinct in plan and significance, but adorned with statuary, trees and flowers, fountains and quiet pools.

MAY 20 1916

Nantucket Railroad Company

TRAIN SCHEDULE
Beginning May 18, 1916.

Lv. 'Sconset	Lv. Tom Nevers	Ar. Nantucket
6.00 a. m.	6.10 a. m.	6.30 a. m.
12.00 m.	12.10 p. m.	12.30 p. m.

Lv. Nantucket	Lv. Tom Nevers	Ar. 'Sconset
7.30 a. m.	7.50 a. m.	8.00 a. m.
4.00 p. m.	4.20 p. m.	4.30 p. m.

The 4.00 o'clock train from Nantucket is subject to arrival of boat.

No Sunday train until change of schedule.

Flag Stations at Main Street, Orange Street, Mile-stone Crossing and Beach House.

The train will stop on signal at any point along the moors.

RATES OF FARE

Single trip 35 cents. Round trip 60 cents. Workmen's ticket, 50 cents round trip.

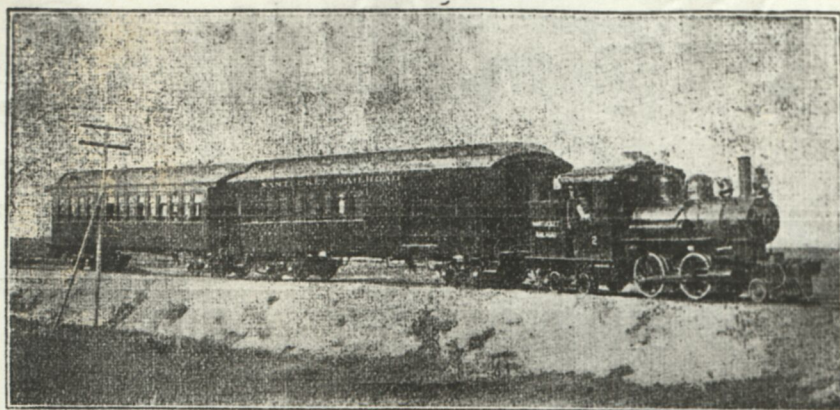
Twenty-trip Transferable Tickets: Tom Nevers, \$4.00; 'Sconset, \$5.00. May be used on any regular train by any person or any number of persons.

A special service is offered to parties desiring to picnic or gather flowers upon the moors and train will stop at any point between Nantucket and 'Sconset.

Special trains will be run for thirty (30) guaranteed passengers, at short notice.

WILLIAM I. SANDBURY, Supt.

MAY 20 1916



"DIONIS" IS ON THE JOB AGAIN.

JUN 3 1916

The Development of Tom Nevers Head.

We are able to present to the readers of The Inquirer and Mirror this week an excellent map of Nantucket island indicating the extensive holdings of the Nantucket Land Trust, more familiarly known as Tom Nev-ers. It is at once apparent to the student of the trend of increasing values to observe the very important geographical advantages of Tom Nev-ers.

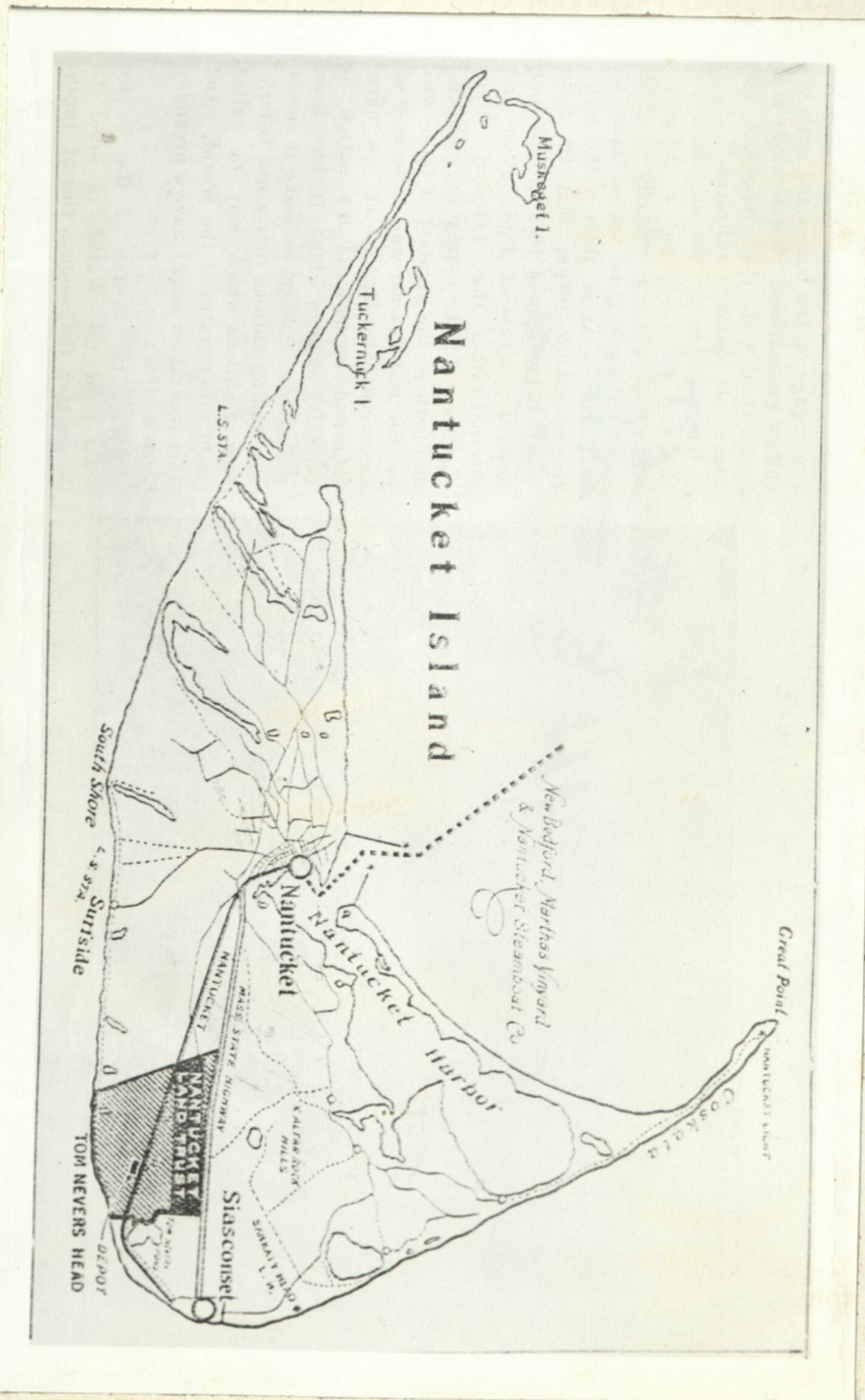
The most southern point in Massachusetts, the elevation of its headland with its gentle slope always presents to the visitor a desire to remain and enjoy the unobstructed freedom of view and invigorating atmosphere associated with this delightful locality.

Transportation facilities are an important factor in the development of any locality, for without the steam railroad some of our largest industrial centers would never have existed, the many suburban home communities adjacent to the largest cities would have remained as cultivated fields, the opportunity would have been denied millions of industrious, nature loving people.

People must be transported, so wherever a railroad exists, capital follows, communities develop and the trend of values is upward. Tom Nev-ers is particularly favored, as the Nantucket Railroad traverses the en-tire length and the company is intend-ing to construct a new station not far distant from the headland. The very attitude of helpfulness and desire on the part of the officials of the railroad to assist in this development is worthy of note.

The advantages are most desirable for summer cottages and bungalows and should be the means of increasing the number of permanent owners, thereby bringing more productive taxable property to Nantucket—a new summer colony which no doubt would assist materially to advertise the beauties and quaintness of Nantucket as the most delightful sea shore resort on the Atlantic coast.

A development with proper width of streets, generous size lots, restrictions which will bring the advantages of community uplift and increased valuations should meet with universal approval. The present activity at Tom Nevers would indicate many surprises for those who are in the habit of "rantom scooting" when the present season is at its height.



The New "Tom Nevers" Railroad Station.

Believing in keeping the readers of The Inquirer and Mirror in immediate touch with the progress of any new development that should assist in promoting the popularity of Nantucket as an ideal and unusual summer abode, we have secured an advance outline of the new "Tom Nevers" station, which, we are informed, is to be constructed and finished by July first by the Nantucket Railroad Company, the contract having been awarded to B. Chester Pease.

The new station will be located on high, level land, just east of the grade descending to Low Beach, at about the spot where the telephone box has been located. The size of the building will be about 24 by 12 feet and will contain a general waiting room, baggage compartment and ticket office. There will be a covered platform about 44 feet long by 10 feet wide and the general architecture will be in keeping with that of the new Tom Nevers "Lodge," which we shall give a detail description in our next issue.

This location is well adapted for a station and will adjoin the immediate land of the Nantucket Land Trust, which will arrange an area for a square. This will form a central point from which streets 40 feet wide will converge in different directions, three leading immediately to the headland and the beach about fifteen hundred feet distant.

The train will thereby be able to stop at the most advantageous point on its trip, between Nantucket and Sconset, not interfering in any way with the landscape of the headlands and one of the most attractive beaches on the island. In fact, there will be an uninterrupted view of the broad Atlantic from "Depot Square" at Tom Nevers, which is indicative of the general contour of this unusual and natural elevation.

Tons of freight have been carried to Tom Nevers this spring since the train has been in operation and Superintendent Sandsbury has entered into the co-operation with a spirit of enthusiasm. The installation of thousands of new ties, the leveling up of the roadbed and many renewals to parts of the rolling stock, indicates preparedness on the part of the management to successfully maintain a railroad schedule that will meet the requirements of the increased patronage which should flow over this popular route the coming season.

JUN 10 1916

Nantucket Railroad Company

SUMMER SCHEDULE. In effect Monday, June 12.

WEEK DAYS.		
Lv. Sconset	Lv. Tom Nevers	Ar. Nantucket
6.00 a. m.	6.10 a. m.	6.30 a. m.
9.00 a. m.	9.10 a. m.	9.30 a. m.
12.00 m.	12.10 p. m.	12.30 p. m.
2.00 p. m.	2.10 p. m.	2.30 p. m.
5.00 p. m.	5.10 p. m.	5.30 p. m.
Lv. Nantucket	Lv. Tom Nevers	Ar. Sconset
7.30 a. m.	7.50 a. m.	8.00 a. m.
10.30 a. m.	10.50 a. m.	11.00 a. m.
*1.15 p. m.	1.35 p. m.	1.45 p. m.
3.30 p. m.	3.50 p. m.	4.00 p. m.
*7.15 p. m.	7.35 p. m.	7.45 p. m.

SUNDAY.		
Lv. Sconset	Lv. Tom Nevers	Ar. Nantucket
12.00 m.	12.10 p. m.	12.30 p. m.
2.15 p. m.	2.25 p. m.	2.45 p. m.
5.30 p. m.	5.40 p. m.	6.00 p. m.
Lv. Nantucket	Lv. Tom Nevers	Ar. Sconset
*1.15 p. m.	1.35 p. m.	1.45 p. m.
3.30 p. m.	3.50 p. m.	4.00 p. m.
6.00 p. m.	6.20 p. m.	6.30 p. m.

*The 1.15 p. m. and 7.15 p. m. trains week days, and 1.15 p. m. train Sunday, subject to arrival of boat.

Flag Stations at Main Street, Orange Street, Mile-stone Crossing and Beach House.

The train will stop on signal at any point along the moors.

RATES OF FARE

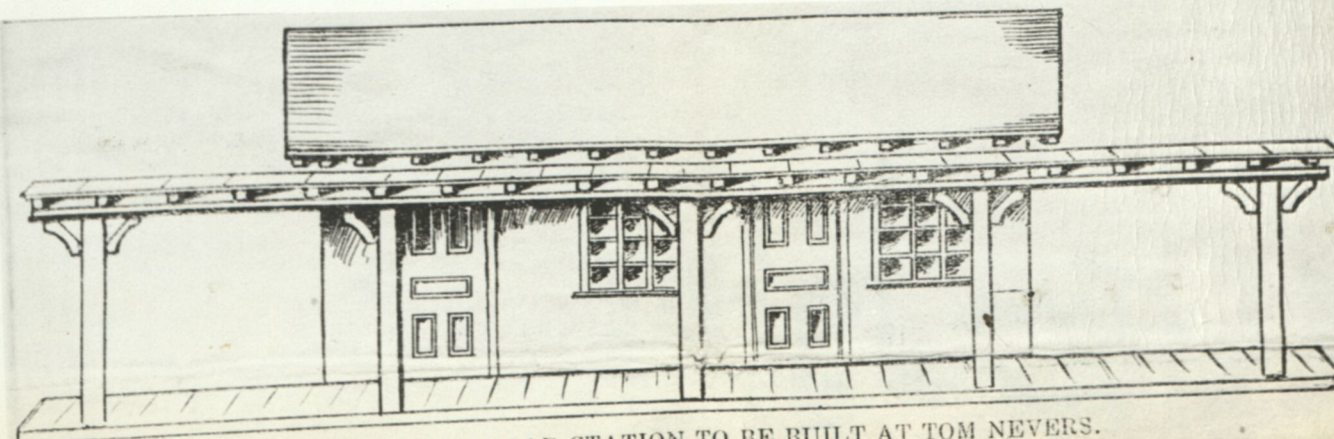
Single trip 35 cents. Round trip 60 cents. Workmen's ticket, 50 cents round trip.

Twenty-trip Transferable Tickets: Tom Nevers, \$4.00; Sconset, \$5.00. May be used on any regular train by any person or any number of persons.

A special service is offered to parties desiring to picnic or gather flowers upon the moors and train will stop at any point between Nantucket and Sconset.

Special trains will be run for thirty (30) guaranteed passengers, at short notice.

WILLIAM I. SANDSBURY, Supt.



THE NEW RAILROAD STATION TO BE BUILT AT TOM NEVERS.

JUL 27 1916

EVERY DAY NEXT WEEK

FREE

LEAVES
NANTUCKET at 1.15.



TRAIN

FROM
TOM NEVERS at 5.10.

FREE SPECIAL ROUND TRIP TICKETS DISTRIBUTED AT THE STATION.

SPECIAL SALE OF RESTRICTED SHORE LOTS

IN SUPREME COMMAND OF BROAD ATLANTIC

To Be Sold Without Reserve---Without Limit---At

ABSOLUTE AUCTION

SALE BEGINS EACH DAY AT 2.30 SHARP RAIN OR SHINE

Monday, Tuesday, Wednesday,

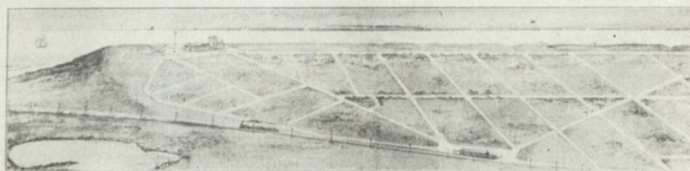
Thursday, Friday and Saturday, at

TOM NEVERS

Large Lots

Wide Streets

Telephone Service



BIRD'S EYE VIEW OF "TOM NEVERS HEAD" TRACT--NEW "TOM NEVERS LODGE" ON THE HEADLAND.

Water Supply

Private Beach

Transportation

HUNDREDS OF VALUABLE PRESENTS GIVEN ABSOLUTELY FREE

TO OUR VISITORS, WITHOUT ANY OBLIGATION TO BUY OR BID.

SALE CONDUCTED BY DAMMERS & GILLETTE, REAL ESTATE AUCTIONEERS, NEW YORK AND BOSTON.

SPECIAL NEXT WEDNESDAY!

Grand Concert by the Worcester Brass Band!

Free Train at 1.15.

CORDIAL INVITATION TO INSPECT THE LODGE.

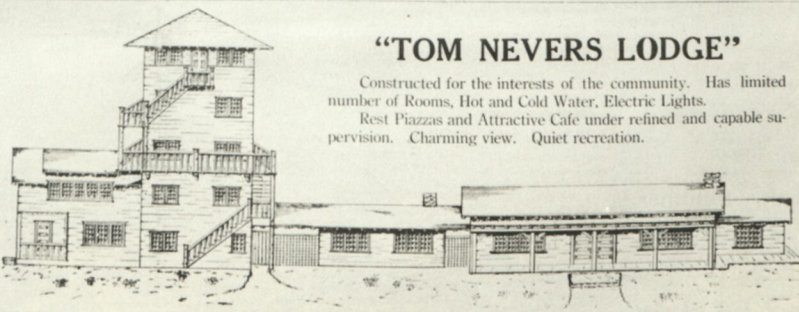
Free Tickets at Station.

A WORD FROM MANAGER RICE

Everybody knows about "Tom Nevers Head", but very few know about "Tom Nevers Lodge", soon to be open to the public. Its management hopes to make this resort very attractive for all who come to Nantucket each season. To observe its charm as an ideal location, together with the many new improvements well under way, will require a visit, to see for yourself--just what has been accomplished by the Nantucket Land Trust.

In order to make "Tom Nevers Lodge" one of the attractions of the island, we are open for inspection at this time, and can furnish some good things to eat, with hot and cold drinks of many kinds. You are given a most cordial invitation to call and see us.

J. LEWIS RICE, Manager.



"TOM NEVERS LODGE"

Constructed for the interests of the community. Has limited number of Rooms, Hot and Cold Water, Electric Lights. Rest Piazzas and Attractive Cafe under refined and capable supervision. Charming view. Quiet recreation.

PARTIES DRIVING TO TOM NEVERS SHOULD LEAVE STATE HIGHWAY BEYOND FIFTH MILE-STONE, AT TOM NEVERS SIGN.

Office of Trustees, Suite 3 and 4, 1352 Beacon St., Brookline, Mass.

FRANKLIN E. SMITH AND EDGAR C. LINN, TRUSTEES

NANTUCKET LAND TRUST

Office of Treasurer, Room 441, 50 Congress St., Boston, Mass.

E. Milton Mosher, General Manager.

OFFICE AND DISPLAY WINDOW, 35 MAIN STREET, NANTUCKET.

Phone 167.

Open Evenings.

OCT 21 1916

Nantucket's Toy Train.

From the Brockton Enterprise.

Now that the little train running from Nantucket town to Siasconset, on the other side of the island, has been discontinued, it is quite certain that summer is over. Last season the little train, consisting of two cars, was obliged to stop its runs across the island on account of a broken wheel. This year the company was more fortunate and was able to finish out the season without any mishaps.

Someone with a sense of humor started a story that the Nantucket railroad train crew consisted of an engineer, who donned a conductor's cap after the train started and collected tickets. But this was a little exaggerated. There is really a fireman, engineer and conductor.

The train is one of the island's chief attractions, and although it "will make a mile in more than 20 minutes" (as the post-cards state) it is patronized largely by the actor colony folk and other summer visitors.

JUN 23 1917

MAR 17 1917

Accidents on the Railroad.

Our inquiry last week as to whether there had ever been a fatal accident on the Nantucket Railroad has brought forth a variety of responses. Francis B. Keene recalls the incident, for he was the conductor on the line at the time, and Mrs. James Flood also recalls it, as she saw the accident, which happened not far from her home just south of the town limits. It occurred in June, 1884, when the construction gang was going out to work on the road-bed shortly after seven o'clock in the morning. In going up "Mount Foley," as the local railroad men called the place, the coupling parted and Thomas Hall, a young man, was unable to save himself and fell down beneath the wheels, meeting almost instant death. An investigation followed, but no person was held directly responsible.

We happened to have the facts on file, but wondered if the event had been forgotten, so made the query last week. Some of those who have replied claimed that a human life had never been lost on the railroad, but admitted that in one instance a cow was quite badly damaged by standing in front of the locomotive. Just how much damage was done to the locomotive by the collision was not stated.

Another Fatal Accident This Week.

William H. Dodge, aged 61 years, who for several years has been in the employ of James A. Backus at Wauwinet, was almost instantly killed about 12.25 o'clock Wednesday afternoon at the railroad crossing on lower Orange street, when he attempted to drive his team across the track in front of the locomotive of the Nantucket Railroad, which was just swinging around the clay-pits on its way in from Sconset to connect with the afternoon boat.

The accident, for which only the deceased himself was to blame, was most unfortunate, as it could have been prevented had the man waited for the train to pass and heeded the warnings of the crossing tender. Mr. Dodge was not struck by the engine, however, as the horse had crossed the track when the impact came, the front of the locomotive catching the rear of the wagon and hurling it around, causing the horse to bolt. The man was struck on the head by one of the horse's hoofs, his skull being crushed and killing him almost instantly.

In the team with Mr. Dodge was Bassett Jones, of New York, who was to take passage on the boat. Mr. Jones was thrown out of the wagon and portions of his clothing torn into shreds, but other than severe bruises and cuts about the limbs he escaped injury. Following the accident, Mr. Jones stated that when the driver started to cross in front of the approaching train he remonstrated with him, but without effect, and when he saw that an accident was apparently unavoidable he prepared for the shock and jumped as best he could in order to save himself.

No blame can be attached to the engineer or to any of the train crew for the accident, or to the crossing tender. It was a foolhardy risk for any man to take and it was fortunate that the lives of both men in the team were not lost.

The train was stopped immediately and the body of Mr. Dodge was taken into a near-by house and a physician summoned, but death was almost instantaneous. Mr. Dodge was a quiet, unassuming fellow, without relatives on the island, but with many friends. He was employed in New Bedford before coming to Nantucket a number of years ago.

This is the first loss of life that has occurred in connection with the operation of the Nantucket Railroad since 1884, when Thomas Hall, a member of the construction gang, fell from the train and was killed.

JAN 19 1918

Nantucket Railroad Lost \$1,500 Last Year.

Evidently the Nantucket Railroad is not a very profitable venture, if the figures contained in the financial statement are to be relied upon. In 1916 the railroad was operated at a net loss of \$414.41, and in 1917 at a net loss of \$1,572.17, plus the cost of coal. No one can really blame the company for wanting to "junk" the outfit, but Nantucket will be sorry to lose its little narrow-gauge line.

In 1916 it cost \$11,469.70 to operate the road. The revenue that year was \$11,094.94, which left a deficit of \$374.76. Add to this the railroad tax accruals, makes a net loss of \$414.41.

Last year the railroad did not do a very good business, for its gross receipts for the season of 1917 were only \$7,461.46. Its total disbursements amounted to \$9,033.63, making a loss of \$1,572.17—almost four times what the loss was in 1916. The figures:

Gross receipts 1917,	\$7,461.46
Disbursements 1917:	
Petty disbursements,	
Nantucket	\$479.26
General operating	
expenses	6,216.43
Ties	480.00
Rails	1,481.99
Sandsbury's Jan.	
salary	83.33
Rollins and Rollins	
expenses	259.98
Franklin E. Smith	
expenses, recording	
mortgages, etc.	32.64
	9,033.63
Deficit	\$1,572.17

JAN 26 1918

FEB 23 1918

Road Will be Junked.

According to a statement of President Nichols, of the Nantucket Railroad Company, this week, the railroad is to be "junked" and will never be operated again. The Empire Trust Company, of New York, which owns all but the 62 shares which were represented at the stock-holders' meeting held in Nantucket a couple of weeks ago, has apparently tired of saddling its burden any longer and now that the opportunity has come to dispose of the outfit at a big price to the junk-man, it is going to do it without further delay, and apparently without waiting for instructions from either directors or stock-holders. This it will doubtless do if it wishes, regardless of the adjourned stock-holders' meeting to be held on the 10th of April. The Trust Company and the Railroad Company, which are virtually one, are to junk the railroad and the junkman will doubtless tear up the track as soon as the weather will permit.

This decision of the owners of the railroad will doubtless be the signal for those who favor the admission of automobiles to the island to get in their work, and one of the soundest arguments they can use will be the fact that 'Sconset will suffer severely with the loss of the railroad and that some rapid and convenient method of transportation between the town and the village must be provided. Now if there were only something to which Nantucket could fly for relief in such an emergency other than the terrible automobile, how quickly we all would grasp it! Without its little railroad Nantucket will have lost one of its unique features and we dread to think of the possibility of a honking aftermath.

Will Someone Save the Railroad?

Just what is to happen to the Nantucket Railroad is still a matter for conjecture, and as the days go by the islanders who are anxious for something definite in that direction to be announced are inclined to be a bit more pessimistic than they were a month ago, when there were rumors that a party who wanted to save the railroad and thus help to keep automobiles away from Nantucket, might be induced to buy the outfit and incidentally sink some money in the name of philanthropy.

Recently the outlook has not been quite as promising, however, and the past week parties from Boston have been here and looked over the rolling stock and track as thoroughly as possible with one eye, while the other eye has been kept on the junk-heap, to which the little narrow-gauge now seems headed. The railroad may yet be saved from destruction, but it certainly does not look encouraging at present. But there are still a few more days left in the month of February, so we have not given up hope yet.

The Vineyard road has already been "junked" and the iron is being taken over to the mainland by the steamers. Just when the work of ripping up the track on Nantucket is to commence nobody knows at present.

MAR 2 1918

APR 6 1918

Junkmen Coming.

The junk dealers who have secured the Nantucket Railroad outfit were expected here yesterday (Friday) afternoon to commence the work of desecration. Information that they were coming was received by wire Thursday, which evidently means that hope of saving the railroad for Nantucket has vanished.

From the New Bedford Standard.

Nantucket has very little hope that its famous railroad can be saved from the junk heap. The Inquirer and Mirror reports that some Bostonians have been down to look the property over, but seems to think there is little chance of their operating it another summer. If the railroad goes, the automobile is pretty certain to come, and many Nantucketers consider that that would be a calamity. It is strange that a town which possesses so many distinctions, which is unique in so many particulars, should cling so to this additional distinction of being automobile-less.

MAR 30 1918

The Poor Little Railroad.

From the New Bedford Standard.

Workmen have begun tearing up the rails of the line between Nantucket and Siasconset. The Nantucket people who have been fighting to have automobiles run on the island, are elated, because they assert that it will now be necessary to have automobiles to go to 'Sconset.

The 'Sconset line has been for years the butt of innumerable jesters. The old story of the train stopping and waiting for a cow to have her nap out, on the rails, or of its being interrupted in its progress by some chanticleer and his flock, are now recalled, as well as that serious jest perpetrated innocently by the New York Central official who telegraphed to the "superintendent of the Nantucket Central" as follows:

"Is New York Central freight car number 10999 anywhere on your tracks?"

A New York Central freight car would have blocked the whole 'Sconset system! Now this system, narrow-gauge, diminutive, the joke of Nantucket's guests, is being torn up—and the islander must fall back on primitive conveyances or on the forbidden flivver, if he wishes to travel in any other way than by man-power alone.

The Passing of the Railroad. What Next?

Ere many more weeks have passed, the Nantucket Railroad will be only a memory. Day after day workmen are ripping up the track and the little locomotive is bringing the rails into town, ready for shipment to the mainland—and possibly to France. Each day the distance the rails have to be hauled grows less and already the track has been torn up all the way from 'Sconset, along Low Beach, up over Tom Nevers, and half way to town. There is not a single person on the island but feels sorry to see the road go. Even those favoring the admission of automobiles feel just as badly over the passing of the unique narrow-gauge outfit as do those who are opposed to autos.

Setting aside the automobile controversy in its numerous phases, the loss of the railroad is going to be a distinct blow to Nantucket as a summer resort. The little outfit has been unique. For a span of thirty-seven years it has furnished transportation on Nantucket—first to Surfside and then to 'Sconset—and it has become one of the island's attractions. Something must be provided to take its place—but what? Naturally the progress of the times turns one's thoughts to automobiles—the modern mode of conveyance. A few years hence it may be to air-ships.

With the wonderful progress now being made in aeronautics, it may be that the next generation will have forgotten all about the railroad that used to run across the island and folks may then take wings and fly over to 'Sconset much quicker than the railroad ever permitted. At present, however, the situation following the removal of the railroad will undoubtedly resolve itself into the simple little question of "horses versus automobiles".

'Sconset must be provided with some kind of transportation—it is too important a part of Nantucket to be cast ruthlessly aside, with its half million dollars of taxable property, which is bound to drop in value without transportation facilities. Whether that transportation is to be afforded by the admission of automobiles no one knows. That is a question for the near future to decide. In the meantime we will all join in lamentations over the tearing up of the little narrow-gauge track and the junking of the outfit.

It was only thirty-seven years ago that railroad transportation was started on this island. A Nantucketer, Philip Folger, was one of the prime movers in the enterprise, if not the very originator of the project. Laid out with quite extensive ideas, which included circumnavigating practically the whole island, with the road extending from the corner of North Water and Chester streets out

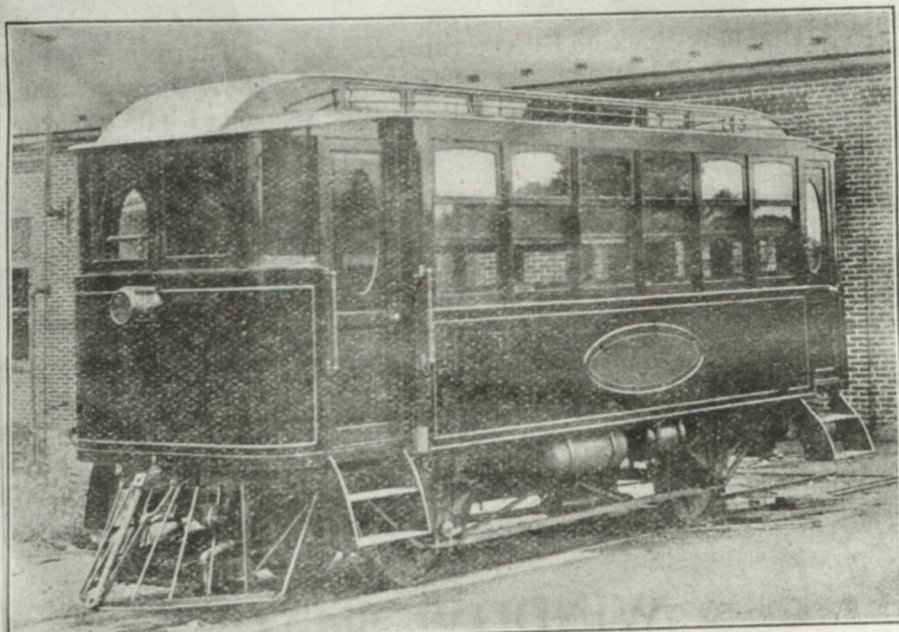
THE AUTO CONTEST IN PICTURES



Type of car which John R. Bacon and William F. Codd proposed to operate over the state highway in 1906.



The Historic "Bug", operated between town and 'Sconset in the winter of 1907-8.



The Macy syndicate's motor car, which actually made a few trips over the rails to 'Sconset.

Hand-car Courtship.

Dan Cupid is telling a most interesting story here in Nantucket, which ought to be put on record with the passing of Nantucket's unique little railroad, inasmuch as a portion of the railroad outfit played an important part in the anecdote which Cupid relates. It seems that a couple of the Reservists have young lady friends who reside some distance from the centre of the town, and the young men find it a long tramp back at night after their individual games of checkers and cribbage are over.

The other evening the police officers were approached by a Reservist who wanted to know if they had any objection to his using the hand-car of the railroad when he went spooning that night. She lived a long way from town, he said, and the railroad line runs almost right by the door, so it would be very convenient if he could borrow the hand-car for his journey of love and thus make the trip back in style.

Furthermore, another Reservist had another lady friend and she lived near the railroad track, too, so when the time came for him to wend his way homeward the first Reservist would mount the hand-car, whistle as loud as he could as he crossed the clay-pits, and Reservist No. 2 would know that it was time to quit, too, and would join him on the trip across the goose-pond.

Well, the police had no objection, if the railroad people didn't, so the stunt was pulled off with great success in every way. The little hand-car proved much better than "shank's mare", and until its track is taken up Dan Cupid says he has no objection to it making a few more evening trips, if strictly according to schedule. But the picture of those two Reservists pumping the old thing over the goose-pond along towards the midnight hours must have been pathetic.

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Want to Save Dionis' Bell.

Some memento of old "Dionis", the first locomotive which chugged across Nantucket island to Surfside, will be preserved by the Nantucket Historical Association, and in all probability it will be the bell, which has passed from one locomotive to the other, and is still clanging its way into town as it brings in the rails the wrecking crew tear up in their work of desecration. The desire to retain on Nantucket the famous old bell was transmitted to Mr. Thompson by representatives of the Historical Association early this week and he readily acquiesced, agreeing to exchange the bell for a similar one, if it could be secured, or to sell it for even less than the price of a new one.

MAY 11 1918

Did Not Declare a Dividend.

The adjourned annual meeting of the Nantucket Railroad Company was held on the bleak piazza outside of the station at the head of Steamboat wharf, Monday afternoon, 468 shares of stock being represented. After informally discussing the advisability of declaring a dividend and the possibility of dividing up the proceeds from junking the railroad, the meeting made another adjournment to June 3d, without taking any action whatever. R. T. Fitz-Randolph presided as chairman.

JUN 1 1918

The Devil Wagons on Nantucket.

From the Brockton Enterprise.

Anti-auto bars are down at last on the little Purple Isle; some of the folks are steeped in gloom, while some wear an open smile. By 40 votes on a fair May day the long, hard fight was won, and the antis forced to flight by shot from a Ford long distance gun. The liverymen died whip in hand at the close of a desperate day, and Street Superintendent Gibbs' last gasping words were "Bury me in the bay!" For weeks newspaper bombs have filled the air with a riotous rain, with the Mirror's marshalled columns cracking under the strain. For weeks recruiting has gone on 'mong the island's lined up forces, and every man was drafted under the flag of "Cars" or "Horses."

The "tanks" have put old Dobbin to flight on the soil so long his own; he'll have to give a share of the road to the horn's triumphant tone. He'll be gassed and sassed by the cocky car on every street and lane; the invading car from near and far will give him a panicky pain. There'll be lumbering trucks at Steamboat wharf, as he does a wild-eyed dance, to take the place of the toy railroad whose rails have gone to France. There'll be chugging things in the lower square and strange sights on the moors; a new "Honk, honk" in the island air on 'Sconset and Surf-side tours.

But don't you believe that the Purple Isle will turn up its toes and die. The devil wagons won't prove so bad when given a summer's try. Nantucket's charm lies in ocean air, in surf on a sandy shore; in lazy days and dreamless nights, when worries come nevermore; in moonlight shimmer on rippling sea, in a cruise in a staunch catboat. And in time she'll rise up and bless the clan that cast that deciding vote.

MAY 25 1918

Nantucket Surrenders to the Automobile.

From The Springfield Union.

"Quaint old Nantucket" has bowed to the inevitable and voted to admit the automobile. This action was taken Wednesday at a special town election held in accordance with an act of the Legislature ordering a referendum on the subject. The vote of 336 in favor of automobiles followed a hot campaign and reverses the position taken at an election four years ago. There has long been controversy among the townspeople on this subject, and until this year the conservatives succeeded in keeping the hated gasoline buggy at bay. But the suspension of the operation of the narrow-gauge railroad running across the island from Nantucket harbor to Siasconset proved the final factor in breaking down the barriers of prejudice, and today the automobile has as much right in Nantucket as elsewhere. With all the objections raised against it, coming from many of the older residents and sojourners, the great convenience of having some established means of communication between the villages was manifest.

Now that the automobile is sanctioned it is to be expected that the roads will be improved to conform with the new requirements, and while Nantucket may lose some of its quaintness and calm it is not likely that the automobile will prove the harassing and dangerous factor that the opposition was wont to represent it would be if admitted to the resort; nor is it at all probable that the island will suffer loss of popularity, even though some families keep their word and seek recreation elsewhere.

JUL 13 1918

Autos Changing Nantucket.

From the Brockton Enterprise.

An interesting little bit of news from Nantucket is the announcement that "work is to be started at once on the erection of a public garage" on a certain street in the fine old seashore town. It is to cost \$5000 and is to be an up-to-date affair. Yet who six months ago would have figured on such a contingency for the island, that seemed to be against automobiles for all time? Now, however, we read of auto trips all over the place by staid citizens of the town who for years opposed machines on the island. Even veterans who fought against the machines with every weapon they could find are now complacently whirling over the island in automobiles, and the horses are dropping back into what may be oblivion for most of them presently. The Inquirer and Mirror tells of a Nantucket boat arriving the other day, and a bunch of people took autos and rode to a distant point on the island. On that same trip "not a surrey took a passenger" for any extensive ride, where last summer the horsedrawn vehicles would have had all the business. Times change, as several million persons have already discovered and announced. It is almost pathetic to think of the Nantucket horse drivers losing the profitable business of so many years, but the only hope for them seems to be to get the horseless vehicles; and a lot of them no doubt have already made the experiment of changing and have found it profitable.

